OFFICIAL RESULTS

1987 IMPORT CAR OF THE YEAR

MOTOR TREND

LANCIA'S *FERRARI-POWERED SEDAN*

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U.K. £2.40

THE WORLD'S AUTOMOTIVE AUTHORITY

APRIL 1987

Fast Forward to 1991

DODGE DAYTONA X91

VW'S 16-VALVE *STORMER*
RANGE ROVER *COMES OVER*

04
0 71486 02348

C O R

The sport sedan is no longer designed by hand.

It is designed by the wind.

It's new Corsica.

It was conceived as a sport sedan to challenge the compact market.

It resulted in a sport sedan more aerodynamic than either Porsche 928 S or Ferrari Testarossa.

A sedan whose engine not only monitors itself, it monitors the driver.

A sedan whose manual 5-speed shifts so smoothly, it's almost automatic.

A sedan whose rear wheels help steer through turns.

A sedan whose front seats give people in back more room.

A sedan which, once it's painted, gets painted again.

Introducing the new 1988 Chevrolet Corsica, from the Heartbeat of America.

Put yourself into the smoothest Chevrolet sedan ever built.

And listen to your heart beat.

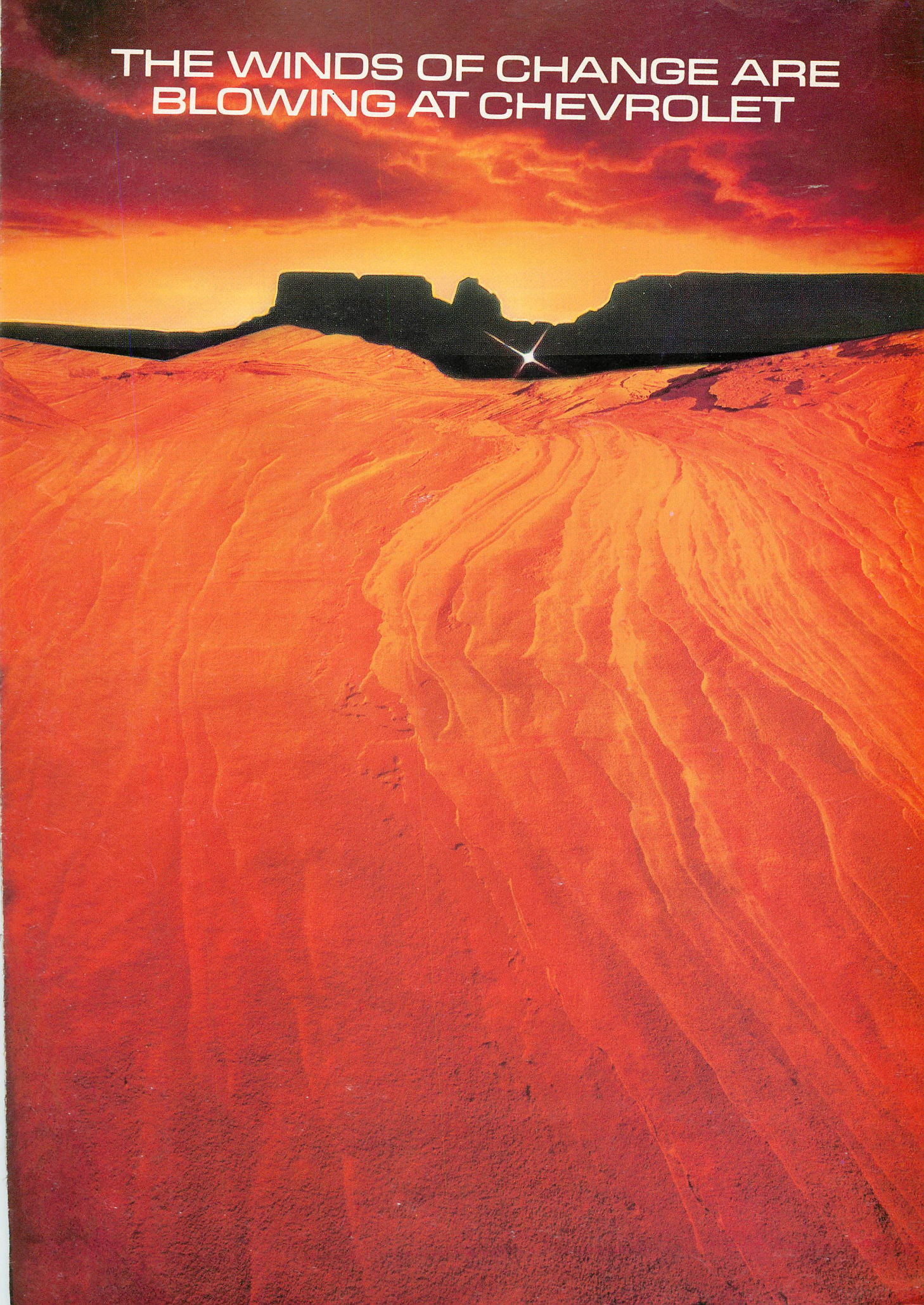
And the winds of change blow.

GM

Let's get it together...buckle up.

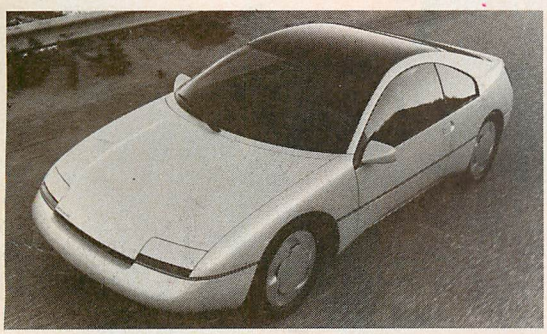
SICA

THE *Heartbeat* OF AMERICA TODAY'S CHEVROLET

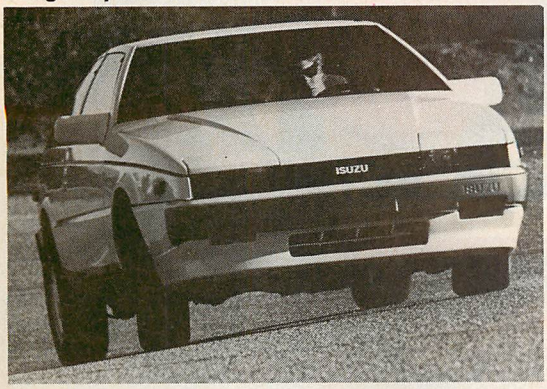

THE WINDS OF CHANGE ARE
BLOWING AT CHEVROLET

MOTOR TREND
THE WORLD'S AUTOMOTIVE AUTHORITY

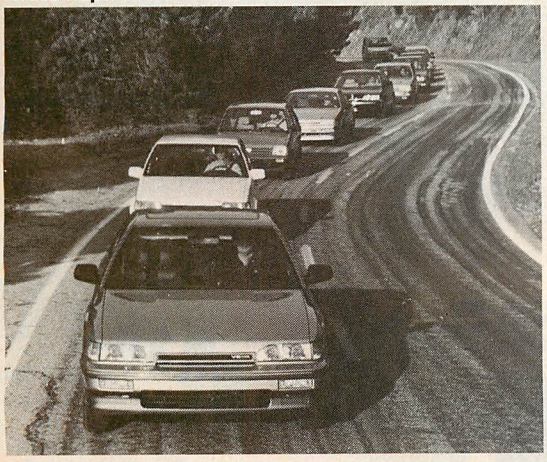
APRIL 1987
VOL. 39, NO. 4



Dodge Daytona X91 28



Isuzu Impulse Turbo RS 70



Import Car of the Year 35

Buick Regal GNX 55

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Cover photography by Bob D'Olivo

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av. per cigarette, FTC Report Feb.'85

Racing Calendar

The 1987 CART/PPG season promises to be the best ever, with new highs in car performance, new speed records and unforgettable finishes as the top Indy car drivers steer their machines through fifteen races. This year, for the first time, the majority of these races can be seen live or on same-day tape delay broadcast.

Emerson Fittipaldi, driving the Marlboro/Patrick Racing March 87C, is one of the strong contenders for the Indy car series title. A proven performer in the auto racing world, he has captured two Formula One Grand Prix World Championships. To watch Fittipaldi and other top drivers compete for the checkered flag, check the calendar and tune in as the stage is set for some spectacular racing.

RACE	DATE	LOCATION	TELEVISION SCHEDULE
Toyota Grand Prix of Long Beach	April 5	Long Beach, California	SUN, April 12, 2:00 PM, NBC
Phoenix 200	April 12	Phoenix, Arizona	SUN, April 12, 4:00 PM, ABC
Indianapolis 500	May 24	Indianapolis, Indiana	SUN, May 24, 12:00 Noon, ABC
Miller American 200	May 31	Milwaukee, Wisconsin	SUN, May 31, 3:00 PM, ESPN
Budweiser/G.I. Joe's 200	June 14	Portland, Oregon	SUN, June 14, 4:00 PM, ESPN
Meadowlands Indy	June 28	East Rutherford, New Jersey	SUN, June 28, 4:00 PM, NBC
Budweiser Cleveland Grand Prix	July 5	Cleveland, Ohio	SUN, July 5, 4:00 PM, ABC
Molson Indy Toronto	July 19	Toronto, Canada	SUN, July 19, 4:00 PM, NBC
Marlboro 500	Aug. 2	Brooklyn, Michigan	SUN, Aug. 2, 2:30 PM, ABC
Pocono 500	Aug. 16	Long Pond, Pennsylvania	SUN, Aug. 16, 4:00 PM, NBC
Road America 200	Aug. 30	Elkhart Lake, Wisconsin	ESPN, Check Local Listings
Escort Radar Warning 200	Sept. 6	Lexington, Ohio	SUN, Sept. 6, 1:00 PM, ESPN
Pennsylvania International Raceway	Sept. 20	Lower Nazareth Township, Pennsylvania	SUN, Sept. 20, 4:00 PM, ABC
Champion Spark Plug 300KM	Oct. 11	Monterey, California	SUN, Oct. 11, 4:00 PM, ESPN
Nissan Indy Challenge	Nov. 1	Tamiami, Florida	SUN, Nov. 1, 4:00 PM, ABC

Events and broadcast schedules subject to change. Check local television listing. All listings are Eastern Time.

Presented by Marlboro Cigarettes.

Mike Anson/**STARTING GRID**

You've Come a Long Way, Baby

Those of us who have been around long enough to remember the first wave of imported cars can really appreciate just how far the European, and especially the Japanese, car makers have come in the past 22 years. Their early efforts in the U.S. were, for the most part, disasters.

The reputation of Mercedes-Benz sedans, revered now for quality, performance, and price, was then known for building taxicabs and squarish, slab-sided cars.

BMW was sending us strange little cars whose entire front ends opened up, steering wheel and all, for passenger entry.

Toyota's first entry, the Toyopet, was no prize either. Essentially, it was a Japanese copy of a bad English car, including righthand drive. Many cars seemed copied from the English, even their names. Does anyone remember the Nissan Cedric? The list goes on, but, basically, the cars were pretty bad and didn't offer even a hope of competing with the bigger, more powerful, and usually better-built American cars.

There were, however, a few exceptions. Two I remember were the "cute" and durable VW Bug and the '40s-styled but also durable Volvo 444. There were just enough good ones to keep the door open for the second wave.

Parts and service for most of these imports was a joke. If something broke, you were usually in deep trouble unless you could adapt a flathead Ford piston to fit a Fiat (don't laugh, it's been done). Many of the authorized factory repair stations were simply garages or gas stations with an "authorized service" sign. In most cases, imported cars and their sales and service organizations were not up to the task and faded away.

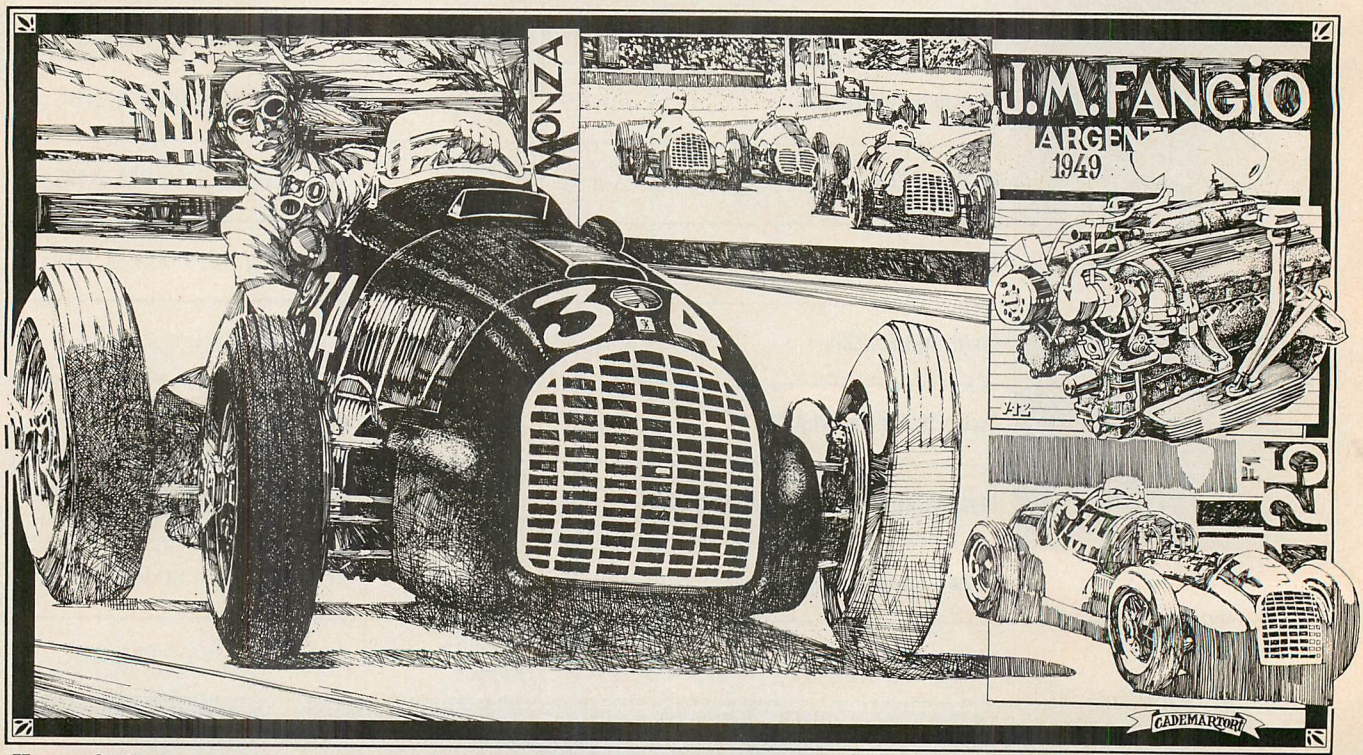
Perhaps it was this early experience with imported cars that caused the giants in Detroit to discount the threat—a mistake they are paying for today. Even now, when I visit the domestic manufacturers, they still seem to have the same "they'll-never-be-good-enough" attitude, even though they see their share of market reduced and read their own customer satisfaction surveys. They see it happening; they just don't believe it.

Import manufacturers learned their hard lessons early, and when they came back to the U.S., they came back with quality products, service, and parts. The group of cars in this year's Import Car of the Year competition proves the point. The prices ranged from $6500 to $25,000, and there isn't a clunker in the bunch.

Toyota, with four cars entered, filled each category with a quality car, from the entry-level Tercel to the performer/screamer FX16 to the Camry family sedan to the top-of-the-line Supra Turbo luxury sports tourer. Toyota read the U.S. market and delivered.

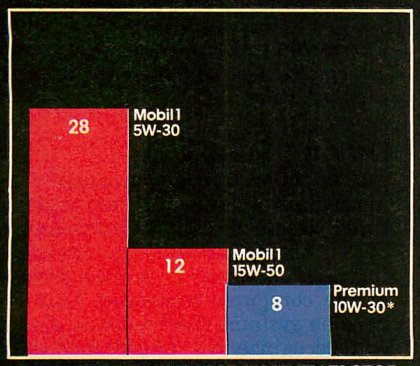
European cars have gone high-tech and gained a new reputation, except for Italian cars, which are still, er . . . Italian. Even the British cars, which could always be counted on to have electrical problems, have become more reliable and carry multi-year warranties. This year, even Brazil is represented by the new VW Fox.

Imports, friends, are serious cars, and they are here to stay. The learning curve of the import car manufacturers has been quick. In just over 20 years, they have gone from imitators to value leaders. MT



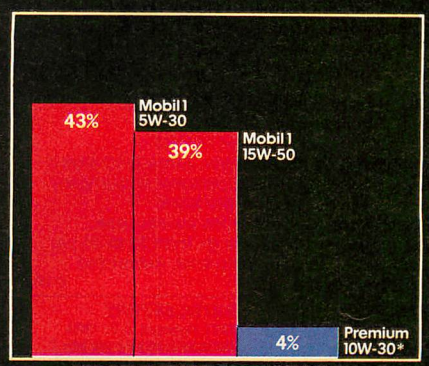
Hector Cademartori came to the United States from Argentina to specialize in automotive illustration. "I'm a racing enthusiast and enjoy reading about and painting old racing cars and motorcycles." This illustration features Juan Manuel Fangio at the wheel of a 125 Ferrari during a 1949 Formula One competition at Monza.

We gave Mobil 1 and premium 10W-30 oil a stress test.



COLD TEMPERATURE PUMPABILITY FACTOR

HIGH TEMPERATURE DEPOSIT PROTECTION
(100=CLEAN)



PERCENT FRICTION REDUCTION

The results weren't surprising.

A true test of a motor oil is how well it performs under stressful conditions. Conditions such as extreme heat and cold, and friction and wear.

Will the oil break down at engine temperatures of over 600° above, leaving harmful engine deposits?

Will the oil thicken up and not flow fast enough at temperatures of 13° below, leaving vital engine parts unprotected?

To find out, we tested Mobil 1® Formula 5W-30 and Formula 15W-50 synthetic motor oil against a leading premium 10W-30 motor oil. We must admit, we weren't at all surprised at the results.

Cold temperature performance.

In the cold temperature performance test, neither Mobil 1 thickened up like the premium oil. And both flowed faster at 13° below. This demonstrates that both Mobil 1's lubricate vital engine parts faster, so engines start easier and are protected better.

High temperature performance.

Neither Mobil 1 broke down in the high temperature performance test like the premium oil. And neither left harmful carbon deposits like the premium oil, deposits that could inhibit performance.

Friction reduction.

Finally, when compared to the premium oil in the friction reduction test, both Mobil 1's, because of their advanced technology, dramatically reduced friction.

Of course, Mobil 1 costs more than premium oil, but as the tests prove, Mobil 1 does so much more.

So put Mobil 1 to the test in your car. And remember, when it comes to engine protection, no other oil gets higher marks.

Mobil 1. You can't give your car better engine protection.

*Texaco Havoline Supreme®

Also available in Formula 15W-50

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PIRELLI

P4, P44 UTQG: 180AB. Radial. 2 steel belts, 1 nylon cap, 1 rayon body ply. SR speed rated. Blackwall. Tubeless.

145-13	$24	185-14	$37
155-13	28	175/70-13	35
165-13	31	185/70-13	38
165-14	35	185/70-14	41
175-14	35	195/70-14	45

P6 UTQG: 130-140AA. Radial. 2 steel belts, 2 nylon caps, 2 rayon body plies. Metric 65 & 60 series. HR speed rated. Blackwall. Tubeless. †=VR speed rated.

185/60-13	$ 67	185/65-15	$ 83
205/60-13	84	195/60-15	90
175/70-14	72	195/65-15	89
185/60-14	77	205/60-15	96
185/65-14	71	205/65-15†	116
195/60-14	86	215/60-15	110
205/60-14	96	215/60-15†	126
225/60-14	101	235/55-15†	143
185/70-15†	101	235/60-15†	155

P600 UTQG: 150AA. Radial. 2 steel belts, 3 nylon caps, 1 nylon sidewall ply. Metric 60 series. HR speed rated. Blackwall. Tubeless.

185/60-14	$77	195/60-15	$100

P7 UTQG: 160AA. Radial. 2 steel belts, 3 nylon caps, 1 nylon body ply. VR speed rated. Blackwall. Tubeless. *=R or F-type. Construction may vary on R & F types. †=P700 available at same prices.

		215/55-15*	$158
175/50-13*	$ 71	225/50-15	173
185/55-13*	78	285/50-15	220
195/55-13*	86	285/40-15	213
205/60-13*	113	345/35-15	243
205/55-14*	129	195/50-16	166
225/55-14*	140	205/55-16†	176
195/50-15†	136	225/50-16†	187
205/50-15	142	265/50-16*	213

P77 UTQG: 150-190AA. Radial. 2 steel belts, 2 nylon caps, 1 nylon body ply. Asymmetric tread design. M & S rated. P-Metric 75 & 70 series. HR speed rated. Whitewall. Tubeless. b=blackwall.

P175/70R13b	$46	P195/70R14	$50
P185/70R13b	49	P205/70R14b	59
P205/70R13b	51	P205/70R14	56
P205/70R13	50	P205/75R15b	63
P185/75R14	49	P205/75R15	60
P185/70R14b	50	P215/75R15	63
P195/75R14	53	P225/70R15b	69
P195/70R14b	53	P225/70R15	64

P8 UTQG: 200AB. Radial. 2 steel belts, 2 nylon caps, 1 nylon body ply. Low rolling resistance design. Metric 65 series. SR or TR speed rated. Blackwall. Tubeless.

185/65-13	$47	185/65-15	$57

BRIDGESTONE

RE71 Potenza. UTQG: 100AA. Unidirectional. Radial. 2 steel belts, 2 polyester body plies. VR speed rated. Blackwall. Tubeless.

P205/60R13	$102	P205/60R15	$113
P185/60R14	101	P205/50R15	152
P195/60R14	106	P215/60R15	121
P205/60R14	111	P225/50R15	167
P215/60R14	115	205/55-16	179
P195/60R15	107	225/50-16	186
P195/50R15	126	245/45-16	189

137 Potenza. UTQG: 140AA. Radial. 2 steel belts, 2 polyester body plies. SuperFiller stiff bead compound. HR speed rated. Blackwall. Tubeless.

P185/60R14	$82	P195/60R15	$84
P195/60R14	85	P205/60R15	90
P225/60R14	96	P215/60R15	97

RCOT S371. UTQG: 240AA. Radial. 2 steel belts, 1 or 2 polyester body plies, 1 nylon strip over steel belt's ends. SuperFiller stiff bead compound. HR speed rated. Blackwall. Tubeless. wl=white letters. w=whitewall.

P165/70R13	$40	P195/70R14wl	$57
P175/70R13	43	P205/70R14	54
P175/70R13wl	48	P205/70R14wl	60
P185/70R13	45	P205/70R14w	58
P185/70R13wl	50	P215/70R14w	60
P195/70R13wl	53	P225/70R14w	63
P185/70R14	48	P185/70R15	50
P185/70R14wl	54	P215/70R15w	62
P195/70R14	51	P225/70R15w	65

S407. UTQG: 220AA. Radial. 2 steel belts, 1 or 2 polyester body plies. High performance all-season design. HR speed rated. Raised white letters. Tubeless. b=blackwall.

		P205/70R14b	$52
P175/70R13b	$41	P205/70R14	58
P175/70R13	46	P215/70R14	60
P185/70R13b	43	P225/70R14	63
P185/70R13	49	P185/70R15	54
P185/70R14b	47	P215/70R15	62
P185/70R14	52	P225/70R15	66
P195/70R14b	49	P235/70R15	69
P195/70R14	55	P255/70R15	75

CONTINENTAL

CH 51 UTQG: 150AA. Radial. 2 steel belts, 2 nylon caps, 1 or 2 rayon body plies. HR speed rated. Blackwall. Tubeless. †=VR speed rated.

		205/70-14†	$73
175/70-13	$50	185/65-15	61
185/70-13	52	195/65-15	64
185/70-14	56	195/65-15†	70
185/60-14	60	205/65-15	68
195/70-14	60	205/65-15†	76
195/60-14	68	205/60-15†	98
205/70-14	65	215/60-15†	96

MICHELIN

because so much is riding on your tires

MXL UTQG: 280AB. Radial. 2 steel belts, 1 or 2 rayon or polyester body plies. TR rated. Blackwall. Tubeless.

165/70-13	$39	185/70-14	$52
175/70-13	43	195/70-14	55
185/70-13	48	205/70-14	58
175/70-14	47	185/65-15	52

MXV UTQG: 170AA. Radial. 2 steel belts, 2 rayon body plies. HR speed rated. Blackwall. Tubeless.

165-13	$54	195/70-14	$70
175/70-13	55	205/70-14	74
185/70-13	61	195/60-15	73
185/60-14	65	195/65-15	79
195/60-14	68	205/60-15	78
185/65-14	68	205/65-15	78

XZX UTQG: 240AB. Radial. 2 steel belts, 1 or 2 rayon body plies. SR speed rated. Blackwall. Tubeless.

145-10	$25	165-14	$41
155-12	32	175-14	45
145-13	30	185-14	48
155-13	34	145-15	34
165-13	38	155-15	39
155-14	37	165-15	43

TELETIRE

Send mail orders to Dept. D-4, 17622 Armstrong Av, Irvine, CA 92714-5791. Call first for shipping charges.

LETTERS

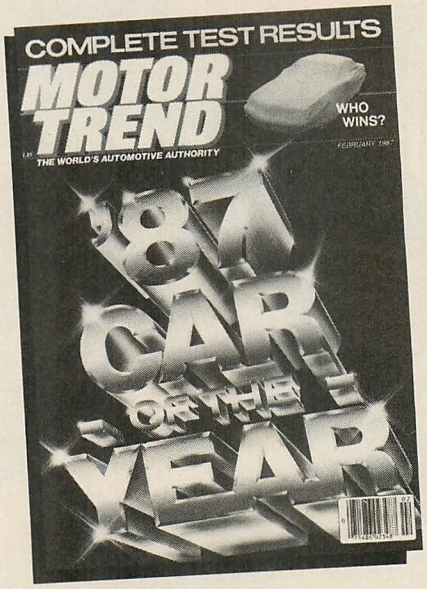
Additional Votes

Excellent choice! After seeing the contenders for 1987 Car of the Year, there didn't seem any way the Turbo Bird could lose. This is truly a driver's car. The Turbo T-Bird may not just be Car of the Year, it may well be Car of the Decade—up to this point.

Luther J. Harmon
Milwaukee, Wis.

1987 Thunderbird Turbo Coupe is Car of the Year! It looks like a '41 Ford Coupe.

Charles E. Carter
Oceanside, Calif.



Racy Renault

If the Renault GTA's skidpad performance (Jan. '87) didn't convince Ron Grable to buy one, the quarter-mile times in the low 10-sec category should have!

Ron Marciano
Basking Ridge, N.J.

I find it hard to believe the Renault GTA was not included in the "Car of the Year" nominations. With your recorded 11-sec quarter-mile time, it must be one of the fastest cars of all time; faster by far than any of your European Bahnstormers or whatever you call them in your high-speed test. And all of this from a mere 2 liters; it must be one of the major engine breakthroughs of our time! And yet you seem to take it all for granted, simply saying you may have done better.

David Fass
Philadelphia, Pa.

P.S. Or did you mean to say 0-60 mph?

We did.—Ed.

Clean BMW

During my dull shift at KZ-96, I savored the newest 7-series offering from BMW in your Jan. '87 issue. Then I noticed with great alarm you pictured some moron driving the 735i through a carwash! I've never noticed any BMWs in automatic carwashes . . . come to think of it, I don't think I've ever noticed any Bimmers in Kane, either.

Kurt D. Collins
Kane, Pa.

Carwashes in Germany use only the finest bottled German water—non-carbonated, of course.—Ed.

Driving Safety

One of the most easily recognized driving signals at the instinctual level is the rapid rise of the tail of the car (in front of you) under suddenly increased braking input. We may hope that designers of the computer controlled active suspension systems (Technologue, Jan. '87) will recognize the importance of this "panic" signal in traffic situations.

Conversely, it may be interesting to observe whether there is any increase in rear-enders for cars equipped with active suspension systems designed to remain flat under deceleration. We can even conceive of product liability suits being brought in accident cases by the following vehicle drivers, based on the deliberate elimination of a natural and expected driving signal.

George Ray
Huntsville, Ala.

What about good common sense and brake lights?—Ed.

I was very impressed with Maryann N. Keller's "Somebody Does It Better" column in the Jan. '87 issue. I have felt for years that American consumers have been denied many of the best European cars. How often have I read at the end of an article on some super car, "There are no plans to export this to the U.S."?

I think, however, that Keller missed one important point. I'm convinced that many European manufacturers don't consider American drivers good enough to deserve some of their products. The driving discipline of most of our drivers is so atrocious I have to agree that we deserve what we've got. I have driven in some countries in Europe, and I must say it is a real pleasure compared to driving in the U.S. I am so sick of left-lane hogs, tailgaters, lane jumpers, and the generally inconsiderate American driver. Where have we gone wrong in teaching our people to drive properly?

N. Robert Klemann
New Rochelle, N.Y.

The recent advances in automotive technology and safety are clearly unprecedented and invaluable, yet I feel most driver's abilities are below the capabilities of the cars they drive. Since our streets and highways are only as safe as the people who drive on them, more lives would be saved and more money better spent if driver's license testing procedures were brought up to higher standards.

Eric Schumacher
Clinton, Okla.

The truth is, European car manufacturers will take as many U.S. dollars as

MERCURY COUGAR.

JUST BECAUSE IT'S RESHAPED DOESN'T MEAN IT'S REFORMED.

Don't let Cougar XR-7's sleek new shape fool you. With a 5.0-liter V-8 (generating 150 horsepower) mated to a smooth 4-speed automatic overdrive transmission and Traction-Lok rear axle, the heart of something ferocious still beats under the hood.

And improvements like aerodynamic headlamps and flush-mounted glass are more than cosmetic changes. They've helped Cougar achieve a significant increase in aerodynamic efficiency.

Mercury Cougar. More aesthetic. Still athletic.

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Buckle up—together we can save lives.

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LETTERS

they can and would happily sell as many cars as possible in the U.S., unskilled drivers or not. The reason they don't import special, limited-run models (usually, the most desirable, high-performance models) is that it simply costs too much to certify in the U.S.

And as for bad driving, we agree that there are too many bad drivers on the road. In fact, the states should look at current SCCA or FAA standards as a way of upgrading the skill levels of licensed drivers. Besides, what can we expect when the high school football coaches of America are teaching driver education in their spare time?—Ed.

One of Our Exotics Was Missing

Excellent article on the best of Europe. Wouldn't it have been interesting, though, to see a production, twin-turbo Corvette thrown in there? Not only would it have beaten them all with its 200-mph top speed, the speedometer would have been correct. You could have sat up straight in it, and it would have started without a push. Who says America can't build a good car? Of course, it wouldn't have attracted as much attention, but I would rather drive a Vette than push a Ferrari.

Doug Schaefer
Maumee, Ohio

Tell Us More

I'd like to tell you how much I enjoy reading *Motor Trend* magazine. I have been reading *Motor Trend* well over 10 years.

I especially enjoy the monthly departments such as Trends for the brief and interesting articles. I also enjoy Detroit Report for the sneak previews of future automobiles from Detroit.

I eagerly anticipate the arrival of each month's issue in the mail for hours of enjoyable reading. Please continue the great work, and there will be many more satisfied readers like myself.

Keith Liebel
Tonawanda, N.Y.

Honda Buffet

As the proud owner of an '86 Honda Civic Si, I thoroughly enjoyed your article "Kinda Fonda Honda." One thing I did find a little fishy were the standing quarter-mile and 0-60-mph times. As printed in the article, the Civic was 0.37 sec slower 0-60 and 0.27 sec slower quarter mile than the Volkswagen GTI as per the *Motor Trend* test of Feb. '85. When my Si was stock, it would eat up a GTI both from a standing start and top speed.

Now that my car is turbocharged and the suspension has been modified, I have added more cars to its diet: the Mustang GT, Camaro IROC, Charger Turbo, Fiero GT, Toyota MR2, and others. I feel it's one of the best automobiles I have ever owned.

Craig Perkins
Ft. Walton Beach, Fla.

HOW IT WORKS

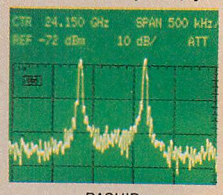
With traffic radar and Rashid VRSS both transmitting on the same frequency (24.150 GHz), normal receiver technology can't tell one from the other. Even when you scrutinize K band with a digital spectrum analyzer, the two signals look alike (Figure 1).

We needed a difference, even a subtle one, the electronic equivalent of a human fingerprint. Magnifying the scale 100 times was the key (Figure 2). The Rashid signal then looks like two separate traffic radars spaced slightly apart in frequency, each being switched on and off several thousand times a second.

Resisting the easy answer

Knowing this "fingerprint," it would have been possible—although not easy—to design a Rashid-recognizer circuit, and have it disable the detector's warning section whenever it spotted a Rashid.

Only one problem. With this system, you wouldn't get a warning if radar were ever operating in the same vicinity as the Rashid. Statistically this would be a rare situation. But our engineers have no interest in 99 percent solutions.



RASHID
Figure 2: An electronic close-up reveals two individual signals.

When the going gets tough...

The task then became monumental. We couldn't rely on a circuit that would disregard two K band signals close together, because they might be two radars. We couldn't ignore rapidly switched K band signals, because that would diminish protection on pulsed radar (the KR11) and "instant-on."

A whole new deal

The correct answer requires some pretty amazing "signal processing," to use the engineering term. The techniques are too complex to go into here, but as an analogy of the sophistication, imagine going to a family reunion with 4.3 million attendees, and being able to find your brother in about a tenth of a second.

Easy to say, but so hard to accomplish that our AFR (Alternating Frequency Rejection) circuitry couldn't be an add on. It had to be integrated into the basic detection scheme, which means extensive circuitry changes. And more paperwork for our patent department.

Radar warning breakthrough #4 is now available from the same engineers who made #1, #2, and #3

Bad news for radar detectors. The FCC (Federal Communications Commission) has cleared the Rashid VRSS for operation on K band.

What's a Rashid VRSS?

The Rashid VRSS is a collision warning system using a radar beam to scan the vehicle's path, much as a blind person uses a cane. It may reduce accidents, which is very good news.*

Now for the bad news

Unfortunately, the Rashid transmits on K band, which is one of the frequencies assigned to traffic radar. Rashid speaks a radar detector's language, you might say, and it can set off detectors over a mile away.

Faced with this problem, we could hope Rashid installations will be few. Or we could invent a solution.

Opportunity knocking

Actually, the choice was easier than it sounds, because our engineers are in the habit of inventing remarkable solutions. In fact, in the history of radar detection, only three advancements have qualified as genuine breakthroughs, and all three came from our engineers.

Back in 1978, they were first to adapt dual-band superheterodyne technology to the problem of traffic radar. The result was ESCORT, now legendary for its performance.

In 1983, when a deluge of cheap imported detectors was found to be transmitting on radar frequency, our engineers came through again, this time with ST/O/P™, a sophisticated circuit that could weed out these phony signals before they triggered an alarm.

Then in 1984, using SMDs (Surface Mounted Devices), micro-electronics originally intended for satellites, these same engineers designed the smallest detector ever. The result was PASSPORT, renowned for its convenience.

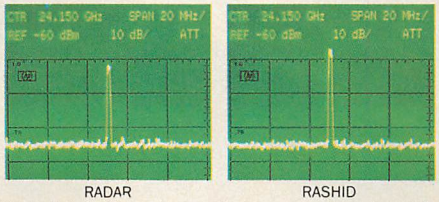
*For more information on Rashid VRSS collision warning system, see *Popular Science*, January 1986.

They said it couldn't be done

Now we're introducing breakthrough number four. In their cleverest innovation yet, our engineers have found a way to distinguish Rashid from all other K band signals. It's the electronic equivalent of finding the needle in a haystack. The AFR™ (Alternating Frequency Rejection) circuit isolates and neutralizes all Rashid signals, yet leaves the radar detection capability undiminished for your protection.

No waiting for the good stuff

When testing proved that AFR was 100 percent effective, we immediately incorporated it into ESCORT and PASSPORT. Our policy is to make running changes—not model changes—whenever a refinement is ready. That way our customers always get the latest science.



RADAR RASHID

Figure 1: A digital spectrum analyzer scanning the entire width of K band can't see the difference between radar and Rashid.

AFR is fully automatic. There are no extra switches or lights. Nothing for you to bother about. The Rashid problem simply goes away.

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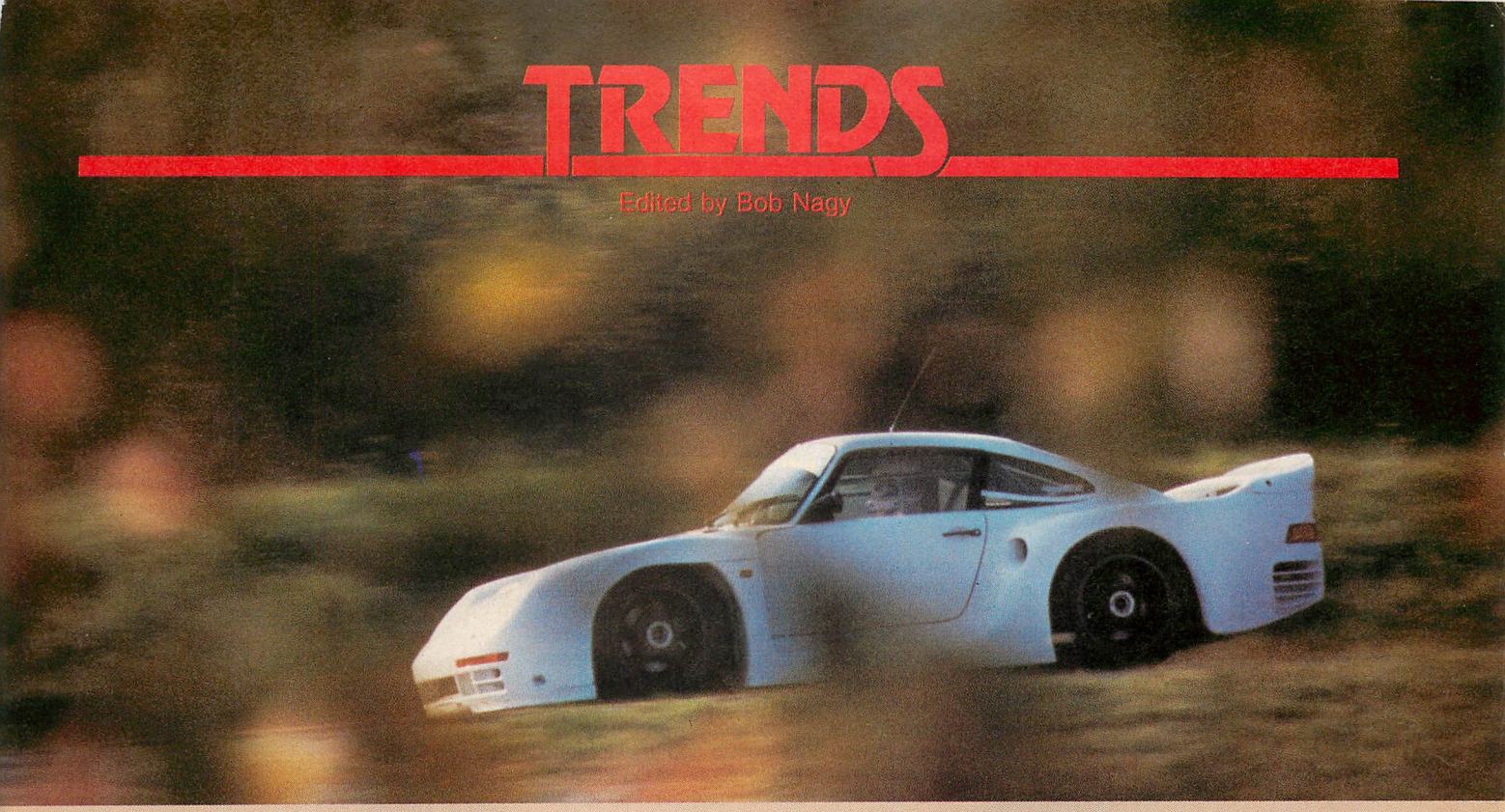
TRENDS

Edited by Bob Nagy



HIDDEN IMAGE

PORSCHE PERFECTS

When work first began on the sensational Porsche 959, Professor Helmuth Bott, director of research and development, insisted that it "must simply be the best car available in the world at any cost." It is. But, if you think faster is better, then here's a car that's better still. Snapped by our spy photographer while lapping Porsche's test track at Weissach, West Germany, the winged wonder above is the latest version of the Porsche 961.

Like the 959 before it, the 961 was conceived as a mobile test bed for pioneering technology—but it was also born to win races. Last June, an early 961 model became the first 4-wheel-drive vehicle to enter the world's fastest, most grueling endurance race, the LeMans 24 Hours. From more than 50 starters, it placed an excellent 7th overall and won the GTX class, running with an estimated 580 hp. This compares with the 450 hp of the road-going 959's 2.85-liter 4-valve quad-cam twin-turbocharged 6-cylinder engine.

Only 200 copies of the 959 were built, remember, to make the car eligible to the international Group B competition class. At approximately $200,000 apiece, the car was an instant sellout. Porsche has been pestered ever since by the rich and famous, whose lifestyles would be apparently replete with a 959 or equivalent. Should the 959, with added benefits learned from the 961, ever go into production again, there is allegedly a long waiting list of willing buyers. The 961 is now believed to be running with close to 700 hp.

Porsche has also been developing its much-loved 911. An '89 model (pictured, right) has been spied testing with revised bodywork and interior. Changes are most evident below the car's waistline, with the front bumper and side-skirts molded into a single, rounder, smoother piece. The 911's underbody has also been tidied up, in the interests of aerodynamics, and that famous whaletail rear spoiler could become electronically retractable at speeds below 75 mph. Anti-lock brakes, an airbag, and electronic tire-pressure control will be available as options.

Test mules at Weissach are also believed to be running with a 4-valve version of the 911's familiar air-cooled 6-cylinder motor, with "stereophonic" fuel injection. Expect this, as well as a $60,000 4-wheel-drive 911, to appear later.

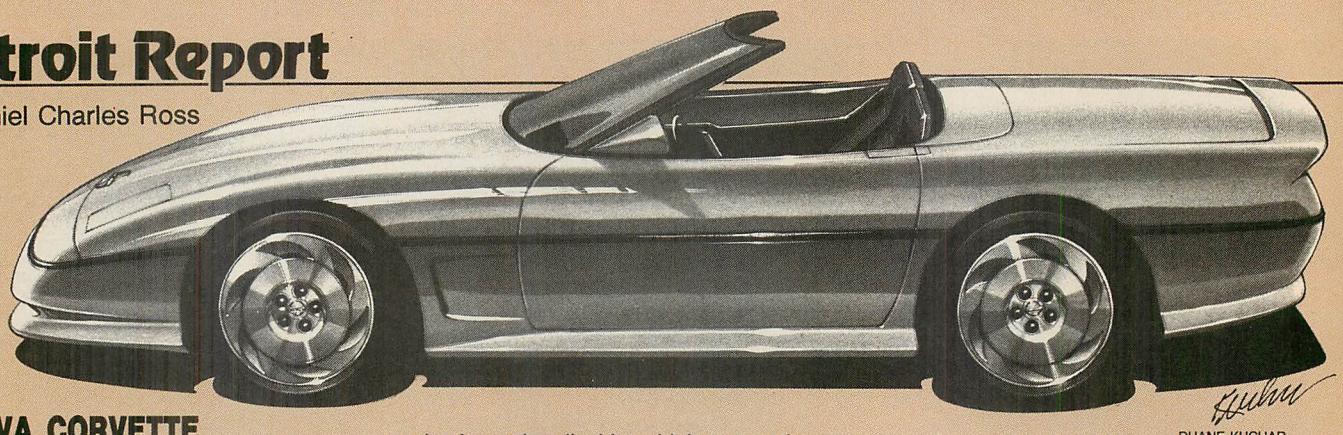
—Phillip Bingham

ROOSTERTAILED FIERO

And we thought the Pontiac Fiero GT was a performance improvement? This record-setting hydroplane is powered by a modified Super Duty Fiero-based 4-cylinder engine. The *Hot Shot*, owned and operated by Doug Felster and Mike Nabler, streamlined to a new world speed record of 102.087 mph for the 2.5-liter Modified class. In the quick process, the boat and crew copped its third consecutive American Power Boat Association national title. Felster and Nabler reside in suburban Detroit, and test in Anchor Bay.

Detroit Report

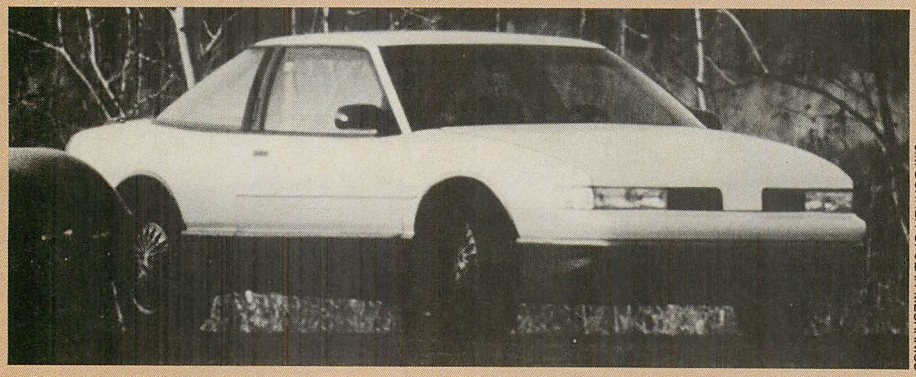
by Daniel Charles Ross



DUANE KUCHAR

THE GENEVA CORVETTE

Does this car look familiar? It's a one-off show car new Chevrolet Chief Engineer Fred J. Schaafsma is having prepared for the Geneva and Frankfurt Auto Shows. The familiarity is bred by a nosepiece and tail treatment that has undergone serious reworking in the mold, as it were, of last year's Corvette Indy show vehicle. Also new is the slight reworking of the top of the doors, providing that undulation between fender tops. GM sources caution that the car isn't presently being considered for production, primarily, it's said, because the droop-snoot nature of the nose would likely require a brand-new impact system behind it. GM sources claim the show Vette will be the first exhibited in the top two European car shows. Schaafsma, formerly vehicle chief engineer for the "next-generation Camaro," supervised testing and development for the '82 Camaro and '84 Corvette. He was appointed to succeed Don Runkle Dec. 1, 1986. Runkle has moved up to C-P-C Group to head Advanced Vehicle Engineering (AVE).



JIM DUNNE/POPULAR MECHANICS

'88 CUTLASS SUPREME?

Shown is a long-distance shot of the Oldsmobile Cutlass Supreme, the GM10/W-car project intended to replace the current rwd G-bodied Cutlass. We note with some interest another apparent example of The Sable Syndrome, an automotive affliction characterized by an inability to differentiate other makers products from the Ford Taurus/Sable. But the word "apparent" is used here purposely. If the Audi 5000 inspired in part the Taurus/Sable, then it, not Ford, probably also inspired in part the GM10s. Despite the now-frequent asides, the GM10s are as distinctive from the Fords as the Fords from the Audi 5000. We'll be seeing so very shortly now. The Buick Regal GM10 was shown for the first time at the Los Angeles Auto Show.

BUCKING FOR EXCELLENCE

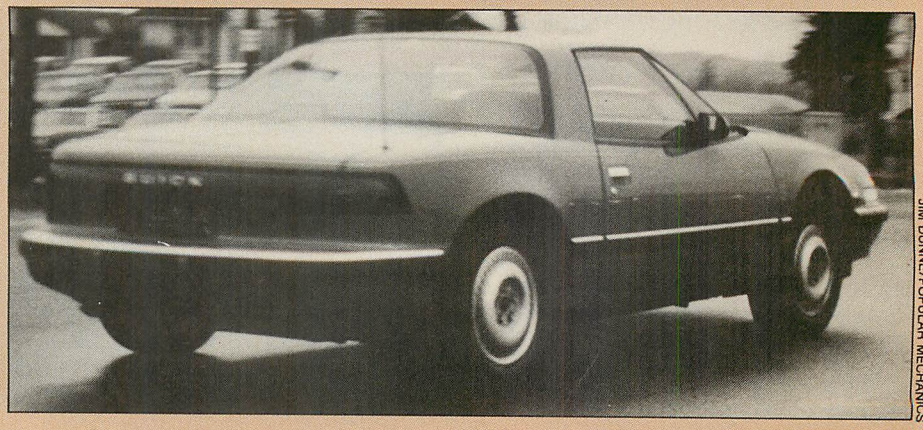
Buick division and Buick dealers donated $200,000 to the Special Olympics; the Ford Motor Company Fund wrote a check for $500,000 to Oakland University for its School of Engineering and Computer Science, and made a $1 million grant to the University of Michigan College of Engineering; Wayne State University, located in downtown Detroit, will spend a $270,000 grant from the Centers for Disease Control to study the biomechanics of automobile injuries. The WSU award is part of a $10 million auto injury study over a three-year period.

REPORTING FOR DUTY?

The military trade publication *Defense Week* is suggesting the jeep (small "j") may make a comeback. "The Army's infantry school at Fort Benning has determined that the service's motorized 9th Infantry Division, and the five light infantry divisions, need jeep-like vehicles—some 2100 in all—to conduct missions the Hummer is either too slow or too heavy for," the newsletter said. An AMC spokesperson had no comment on the report when asked if the Wrangler, the CJ-7 Jeep (capital "J") replacement, would be a candidate. The Hummer, a vehicle that recently replaced the venerable military jeep, is a name that simplified the acronym for high-mobility multi-purpose wheeled vehicle (HMMWV).

REATTA AGAIN DELAYED?

Reports here indicate the 2-seat sports bullet from Buick, the fwd Reátta, has been delayed another six months. The car, according to one unconfirmed source, may in fact get the 3.8-liter turbo V-6 engine of about 245 hp, as used in the Regal Grand National. The Grand National goes away soon, but the romping T-charged powerplant, Buick sources say, is looking for new legs. This view of Reátta shows new detail, with the Buick badge prominent between the taillights and an accent stripe on the side. One Buick insider suggests the 3.8-liter turbo may also find one interesting new home in a new approach to Camaro performance.



JIM DUNNE/POPULAR MECHANICS

HONDA EXPANDS AMERICAN PRODUCTION

Honda Motor Company has undertaken a comprehensive new program aimed at greatly increasing its U.S. production capabilities. As part of the plan, the firm is reorganizing all its stateside operations under the Honda North America Inc. banner. Tetsuo Chino, the 55-year-old senior managing director of Honda Motor Co. and current president of its U.S. sales arm, has been named to head the new structure, to be headquartered in Torrance, California. HNAI will be responsible for coordinating the activities of Honda's 11 American subsidiary companies.

At the heart of the new plan is a $450 million expansion program that, when fully implemented, will give Honda the broadest U.S. manufacturing base of any Japanese auto maker currently building vehicles in this country. The prime beneficiary will be Honda's engine plant in Anna, Ohio. The factory originally built motorcycle powerplants, but last September it also began producing Civic engines. Later this year, groundbreaking will take place for a new 535,000-sq-ft addition, which is to include an on-site iron casting facility. Honda's ultimate goal is to increase powerplant output sixfold—to roughly 360,000 units annually—by 1990. But the firm also intends to begin manufacturing other major component groups there, including transmissions, suspension pieces, and brakes.

The far-ranging expansion program is expected to create about 800 new jobs at the Anna plant. According to Honda Chairman Noburu Okamura, it represents "another major step in Honda's endeavor's to make cars built in Marysville truly American products." When all the elements are finally in place, Honda projects that it will be able to increase local content in its Ohio cars from the present 50% to at least 66%. About one third of Honda's current U.S. sales are from vehicles built here. As a result of the aforemetioned program, that figure should move closer to one half. —*BN*

FLASH!

Detroit Report has learned that no Camaro convertibles (Nov. '86) will be made available with the 5.7-liter V-8 Vette engine. Paradoxically, the conversion from coupe to convertible *adds 85 lb*, thus placing a drophead Camaro into a different weight class. And, in that higher weight class, Chevy sources admit, a 5.7-liter convertible Camaro must be recertified for fuel economy. Camaro coupes can "piggy-back" the Corvette EPA certification because the F-car apparently falls within Corvette's weight class parameters. Many thanks to readers Dave and Annette Zeuschel of Van Nuys, California, for raising the question that led to this information. Shouldn't Chevrolet have been the first to tell us?

CADILLAC AGAIN ALL-FOR-ONE

With a withering series of disappointing sales quarters behind it, Cadillac has been made once again whole by parent Buick-Oldsmobile-Cadillac (B-O-C) Group. Instead of operating solely as a marketing arm, as mandated under the General Motors divisional reorganization, Cadillac will recapture its own design and manufacturing elements. The relatively appalling absence of market acceptance for the new Eldorado and Seville, Cadillac sources assert, reportedly is the biggest reason to reform the division's troops into a more potent strike force. GM sources say Cadillac headquarters may even move from Clark Street into the Poletown assembly plant, build-site of E/K-bodied cars (Eldo, Riv, Seville) and Cadillac Allanté. The aged Clark Street facility is due to fall before the bean counters' lance, it's said, before much longer. If Caddy moves lock, stock, and barrel into Poletown, insiders predict the plant will be turned completely over to Cadillac-only production. This would be an excellent way for Cadillac to keep its machine-vision eyes—and iron-fisted control—over assembly quality .

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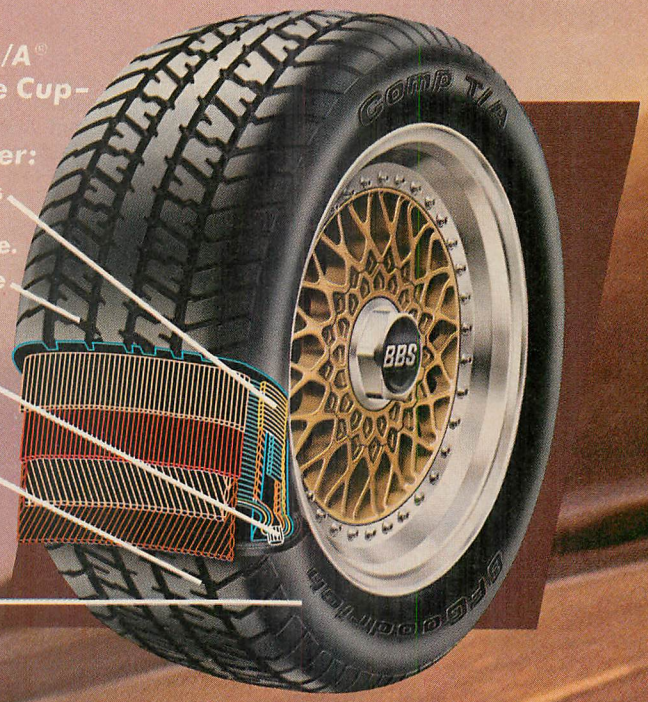

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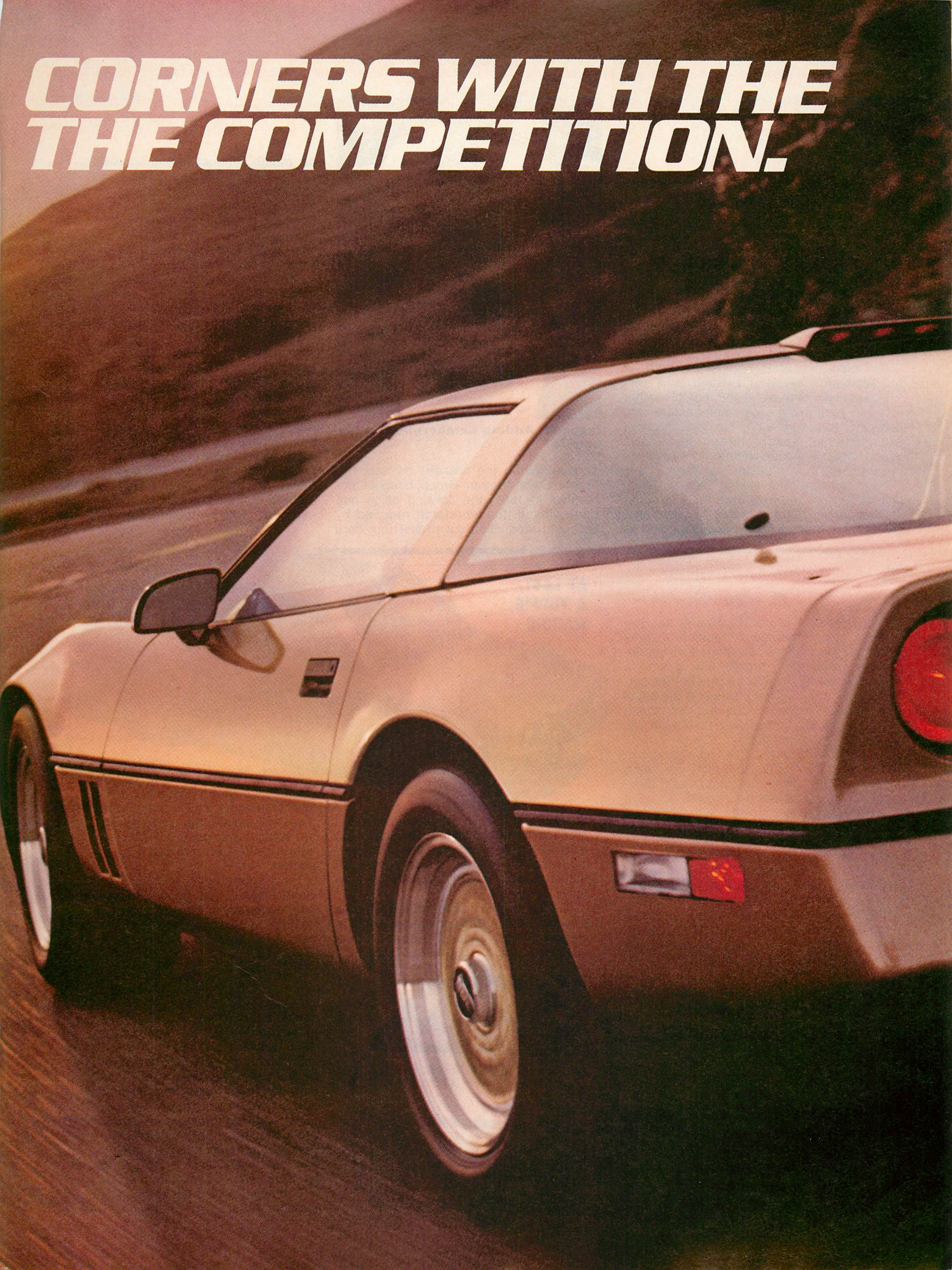

CORNERS WITH THE
THE COMPETITION.

International

Edited by Phillip Bingham

FOR LAMBORGHINI, READ CHRYSLER?

Lamborghini, the exotic sports car manufacturer, could be about to change hands again—and, according to impeccable sources in the Italian auto industry, Chrysler Corporation is negotiating a price.

Although Chrysler's existing links with Maserati might make its interest in another Italian performance car manufacturer appear a little surprising, the acquisition of Lamborghini could bring an inexpensive and instantaneous glamour to Chrysler's image. By auto industry standards, Lamborghini might be available cheaply. Since millionaire company founder Ferruccio Lamborghini sold his shares 13 years ago, the Italian marque has often struggled to survive. When the present owners, the Franco-Swiss Mimram Group, bought Lamborghini in 1981, the drawing office had been closed, the workforce reduced by half, and production cut to just four cars per month. Production now approaches 30 cars per month, but Lamborghini still conspicuously appears to lack the resources to invest in truly new, up-to-date models. Chrysler, presently investing in production facilities alone at the rate of $3 billion per year, plainly has those resources.

Iacocca: Adding Lamborghini to his empire?

Lee Iacocca's crew may also be attracted by Lamborghini's LM-002 off-road vehicle, a 5.2-liter 450-hp 120-mph mud-plugger that's being touted around the world's militia but that could also achieve civilian sales. Chrysler, remember, was last year thought to be interested in buying the loss-making American Motors Corporation chiefly because it owns rights to the popular and profitable Jeep.

Chrysler's Manager of News Relations, Karen Stewart, claimed that neither Chairman Iacocca nor any of his fellow directors were available for comment. "It is not our policy to comment on speculation of this nature unless we have an actual agreement to report," she said. "We are always exploring and evaluating these sorts of possibilities."

THE SHAPE OF THINGS TO COME?

Has Daihatsu Motor Company set the stage for a whole new generation of cars? With its new Leeza, the Japanese manufacturer has boldly broken new ground in the increasingly significant market for personal micro-cars. Gone forever is the baby-box look; in its place is the rounded ostrich egg-on-wheels, or the "aero hemicycle" as Daihatsu likes to call it.

In a country where parking space can cost $200 per month, the micro-car has a unique attraction to city commuters: Vehicles in this class are not required to have parking space certificates, although their dimensions are strictly governed by law. Added to that, the Leeza's base price is a mere $3700.

Most of the new car's components are derived from existing Daihatsus, but in place of the more conventional 2-cylinder engine is a "high-performance" 547cc 3-cylinder motor with intercooled turbocharging. Fifty horsepower may not sound like much, but the 126-in.-long, 55-in.-wide Leeza weighs only 1323 lb.

—Jon Bird

JON BIRD

AT LAST, A YUPPIE WAGON!

HANS LEHMANN

For the first time in 13 years, BMW will produce a station wagon. Based on the existing 3-series floorpan, the new Touring model is expected to start coming off the production line a few months from now.

The Touring will be made available as a 5-door, with a traditionally boxy station wagon shape, or as a 3-door, with a steeply sloping coupe-type tail. The car includes a built-in luggage cover and storage room under the loading platform. Engines will include the silky-smooth 2.5-liter straight six, good for 170 hp. A 4-wheel-drive version can also be expected.

BMW's long absence from the station wagon market has been a conspicuous one, especially in parts of Europe where "estate" cars appear to be an essential part of middle-class country life.

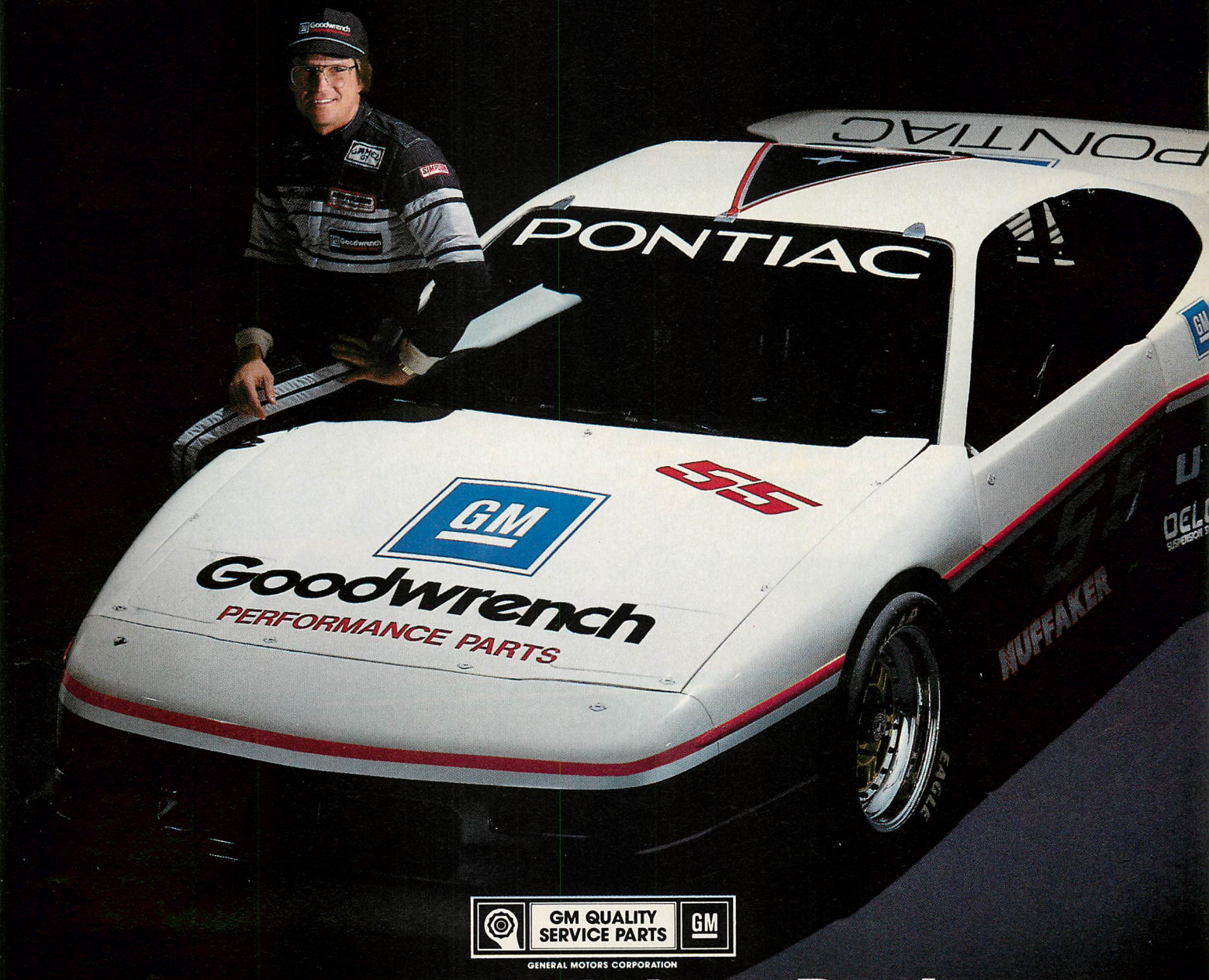
JAGUAR SETS RECORDS

Jaguar's production exceeded 1000 cars in each of the last two working weeks of 1986, with more than half bound for the U.S., where the new XJ-6 sedan will soon be launched. The new car has 25% fewer individual body parts than its predecessor, and volume capability has also risen 25%, enabling the Coventry firm to hit a production record of 41,437 cars in 1986, despite the model change. The target for this year is 47,000 cars, rising to 60,000 by 1989, with U.S. exports over 50%.

The new XJ-12 is expected to debut in October 1988. *—Michael Cotton*

Earl's Pearl.

This is Bob Earl's GM Goodwrench Performance Parts Fiero. Number 55 in your program, and #1 in IMSA Camel GTU races at Miami, Road Atlanta, Mid-Ohio, and Portland this past season. This hot little number doesn't just carry the GM Goodwrench name on the hood... there are GM Goodwrench Performance Parts under the hood as well. Including the gaskets, distributor, ignition, cylinder heads and other components. The same kind of heavy-duty parts you'll find in the GM Goodwrench Performance Parts Catalog. Parts designed for off-road use. And built to exacting GM specifications, just like all of our genuine GM Parts. So see your GM dealer soon, and get the "Goods" under your hood. GM Goodwrench Performance Parts.



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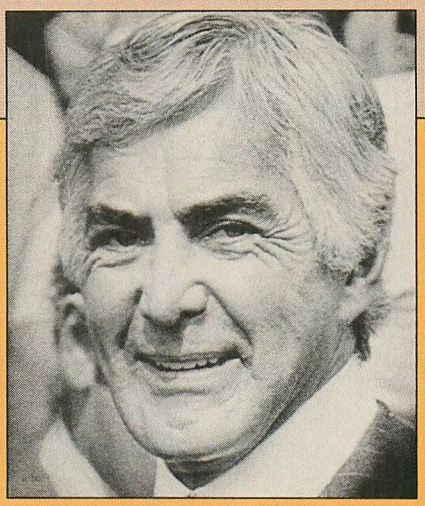
DELOREAN PLANS COMEBACK



Controversial sports car tycoon John DeLorean claimed in late January that he was "very near" to finalizing plans to produce another car. He denied that his latest venture revolves around the Firestar 500, the ugly duckling previously linked to his name. "What I am working on now," DeLorean told us from his $4 million apartment in New York, "is an entirely different car." The silver-haired 61-year-old stated that a "well-known" German designer will style a $100,000-plus sports car for him.

DeLorean, a "born-again" Christian, who last December was acquitted of major criminal charges for the second time in two and a half years, said, "Interest in investment is incredible. I'm getting letters from everywhere. We have a lot of opportunities." He read over the telephone one such letter, "just received this morning from one of the wealthiest men in Canada," offering assistance and production facilities in Alberta. "We have a couple sets of investment available to us," said DeLorean, "and at the moment, we're trying to decide which is the better of the two." He has reportedly raised $20 million.

The Firestar 500, trumpeted by one of its backers as "the fastest car in the world" while it was little more than a sketch on a paper napkin, was to have been based on the DeLorean DMC-12. A New Orleans businessman and self-proclaimed counter-intelligence agent, 48-year-old Gordon Novel, boasted partnership with DeLorean to produce the car. DeLorean told us that he had been introduced to Novel by Marvin Katz, an entrepreneur who had bought surplus parts from the failed DMC-12 project, but that he had never agreed to involvement in the Firestar. "I just went along to listen to them," he said. Novel reassures us, "John and I are still close friends and business associates."

Meantime, about $20 million of DeLorean's assets have been frozen by court order pending the outcome of bankruptcy proceedings. The British government, as largest creditor in the case, would probably have obstructed any attempt by DeLorean to utilize in a new venture parts or patents belonging to the DMC-12.

International Report

NEW ALFA NOT GOOD ENOUGH?

Alfa Romeo, the troubled Italian auto maker recently bought by Fiat after nine years of constant financial hemorrhaging,has suffered another hiccup. Chief of the newly formed Alfa-Lancia group, Vittorio Ghidella, has startled his employees by postponing the launch of the commercially important Alfa Romeo 164 luxury sedan, due to go on sale in Europe this spring and in the U.S. about a year later. The car will not be released until fall at the earliest.

Ghidella apparently feels that the 164, seen here in a spy shot, is not distinctive enough to turn around Alfa's fortunes. Even at its originally intended launch time, the Alfa would have been conspicuously the last of the "Type Four" cars to appear as a result of the cooperation and common floorpan shared between Saab (9000), Lancia (Thema), and Fiat (Croma). Ghidella says the Alfa is too similar to both the Lancia and the Fiat, and that it must be given a stronger, more sporting image.

Following its recent release of the 75/ Milano sedan (Feb. '87), Alfa Romeo is hoping for a serious return to the U.S. It has plainly been realized that the 164 must be right first time.

BMW'S NEW 5-SERIES

Code-named the E 34 and caught by cameras during prototype tests, this is BMW's new mid-sized 5-series sedan. Expected to debut at the Frankfurt Show in September, latest version of this German success story is wrapped in an all-new body inspired by wind tunnel tests. The new car naturally bears a strong resemblance to the fresh, top-of-the-line 7-series cars unveiled last winter, with a more sloping front end and front-to-rear body line, and with a rear three-quarters pillar not unlike that of the rival Mercedes 190. A wheelbase 3.0-in. longer than that of its predecessor improves the 5-series' rear leg room.

BMW will soon replace its 4-cylinder engines with all-new units, said to be lighter and more compact, offering increased power and improved economy. They will first appear in the 3-series sedan and new station wagon this fall.

HANS LEHMANN

HIDDEN IMAGE

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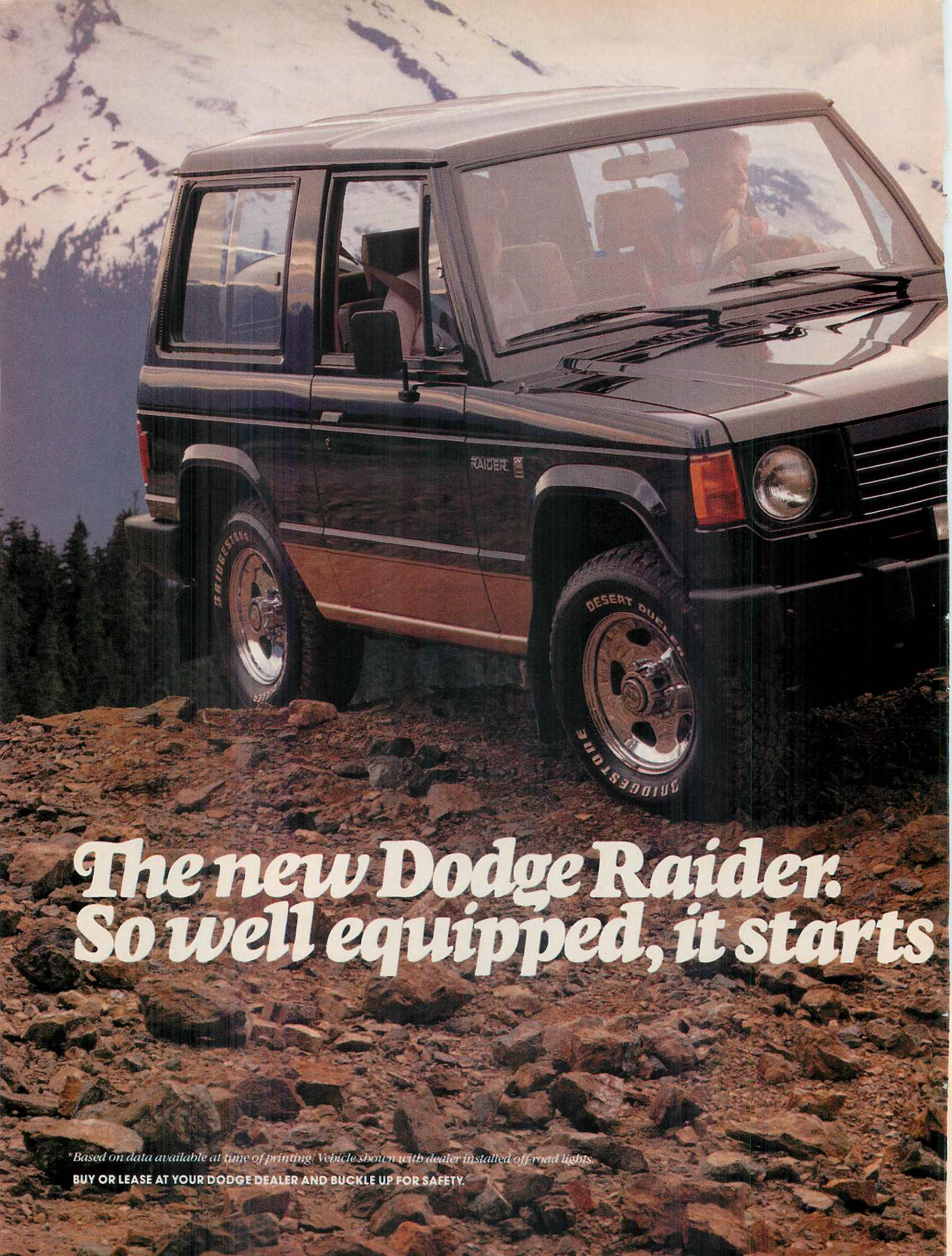

The new Dodge Raider. So well equipped, it starts

*Based on data available at time of printing. Vehicle shown with dealer installed off-road lights.

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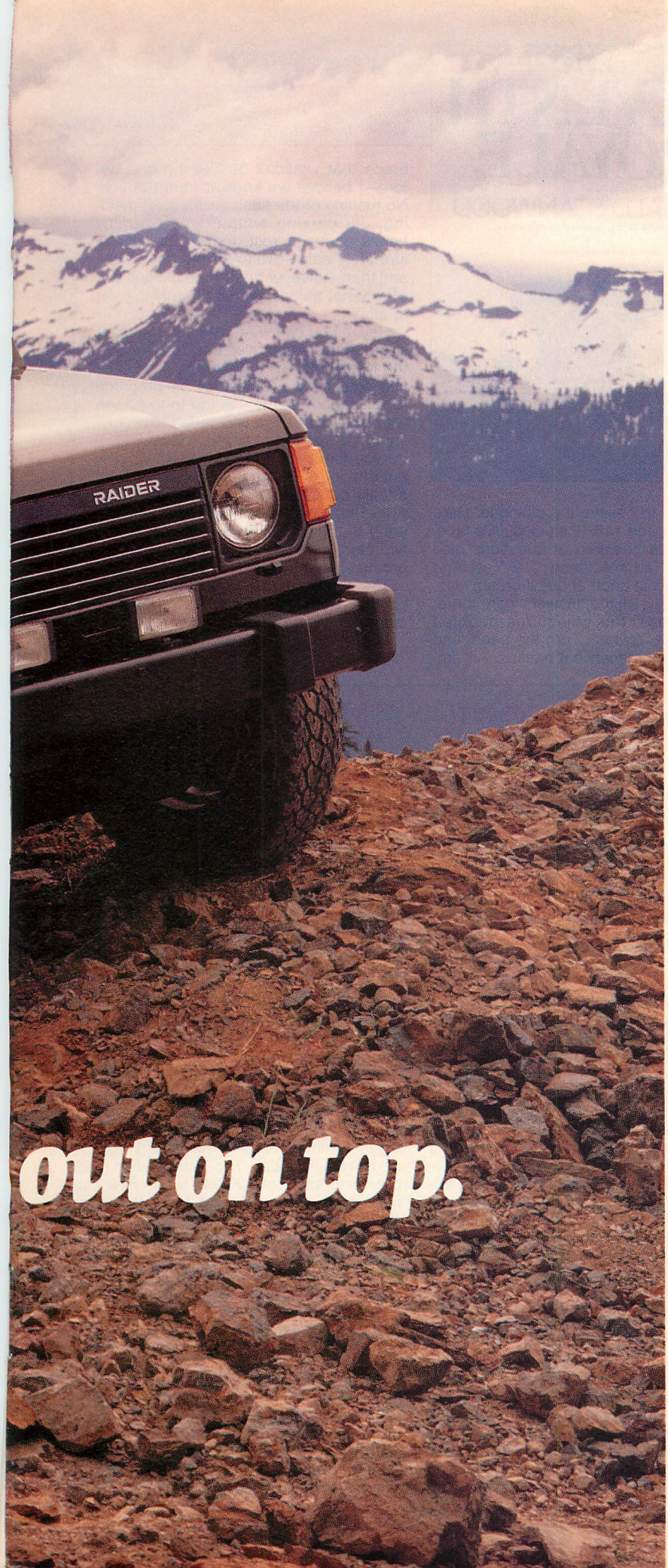

out on top.

Standard to standard, the best equipped 4x4 import on or off the road.* *With on demand four-wheel drive, automatic front locking hubs & an integrated two-speed transfer case / complete engine, transfer case & fuel tank skid plates / 15-inch all-terrain radials & wide spoke wheels / independent front torsion bar suspension / 2.6 liter engine with electronic ignition / 15.9 gallon fuel tank / front & rear mud guards / front stabilizer bar / dual outside mirrors / standard five-speed overdrive transmission or optional four-speed automatic / power steering / power front disc brakes / front & rear tow hooks / cargo tie downs / maintenance free battery / fully carpeted, fully instrumented interior, complete with inclinometer & digital quartz clock / front grab bar & assist grips / side window demisters / tinted glass & windows / ergonomically designed reclining bucket seats with adjustable height headrests / optional fold down rear bench seat / adjustable steering column / intermittent windshield wipers / 62.9 cubic feet of cargo area / sliding rear quarter windows / remote fuel-door & liftgate release / available fully integrated air conditioning system / optional Off Road Package with halogen headlights, headlamp washers, limited slip differential & driver's suspension seat / available four-speaker stereo sound system.*

Dodge

DIVISION OF CHRYSLER MOTORS

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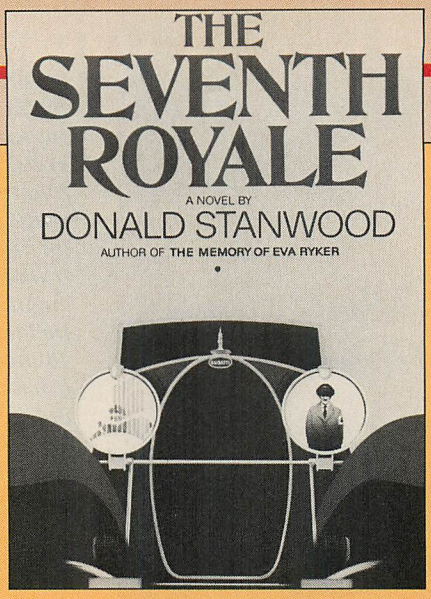
REVIEW

"The Seventh Royale" by Donald Stanwood. Atheneum, New York. Hardbound, 438 pages, 10 drawings, floorplan of the National Motor Museum of France. No photos. $19.95.



And now for something a little different. A novel, involving a real Grand Classic. *The* Grand Classic, in fact. I couldn't wait to get into this book. Was it going to solve the mystery of the Seventh Royale of song and story? Not quite. Here we have what appears to be a screenplay, restructured as novel, rather than the more usual other way 'round.

Almost the first half (Book One: Alan—179 pages) is painfully tedious. It is consumed in contemporary preparation for us to be able to deal with the real plot, which is set in pre-World War Two Europe, mostly Berlin and Molsheim. You won't believe all the names you'll have to keep sorted out as the author plods his weary way through Orange County, parts of Utah, Reno, Paris, Zurich, maybe Chicago, I just can't remember. And you won't want to believe the dialogue. Here we are on page 143: "I studied Jill's face, and a whole checklist of questions died unspoken. Did she mean . . . ? Yes. And this wasn't just another quasi-dream? No, unfortunately. All the answers were there; nevertheless, the objections bubbled from me *pro forma*." Turn the page, and here's "Hold me while it passes. An embrace that wouldn't be like the one before—I believe we knew it from the first. No rushing of the tides, just a quiet melding, Jill curving supple wherever my hands came to rest, looking up at me, strangely calm—well-Alan-here-we-are—and then, however briefly, the old gridlock of why-not angles seemed hardly to exist at all."

Hey, if you can wade through that stuff to get at the automotive bits, the mystery, the Nazis, the GP of Monaco, finally, the title subject, welcome. But be prepared for disappointments: "A toe-to-toe finish with an Auto-Union Mercedes. Shimmying out of control at Watkins Glen." How do you finish toe-to-toe? And shimmying out of control? What is this, some kind of artfully concealed smut? And what's an Auto-Union Mercedes, anyway? Considering the individual achievements of the two cars, putting them together ought to produce a real killer.

The genuine cause of sorrow here may be that Donald Stanwood's hands ever came to rest on the keyboard.

Maybe we ought to wait for the movie.

—T C Browne

U.S. AUTO SALES HIT RECORD HIGH IN 1986

U.S. Sales by Manufacturer 1986:

Domestic:	Total:	vs. 1985:	Import:	Total:	vs.1985:
GM	4,532,798	-1.6%	Toyota	633,806	+2.2%
Ford	2,066,507	-0.2%	Nissan	493,549	-7.8%
Chrysler	1,173,463	+3.0%	Honda/Acura	458,268	+12.8%
Honda U.S	235,247	+61.2%	Mazda	222,716	+5.5%
VW U.S.	73,912	-4.9%	Subaru	183,242	+2.8%
American Mtrs	72,853	-41.0%	Hyundai	168,882	N/A
Nissan U.S	52,602	+32.2%	Volkswagen	143,318	+2.0%
Toyota U.S	7,281	N/A	Volvo	111,086	+8.6%
			All others	822,780	+28.6%

U.S. Top 10 Sales Leaders 1986:

1. Chevrolet Celebrity 408,946
2. Ford Escort 402,181
3. Chevrolet Cavalier.....357,112
4. Oldsmobile Cutlass Ciera.....329,930
5. Honda Accord.....325,004
6. Ford Tempo 265,382
7. Ford Taurus 263,450
8. Oldsmobile Delta 88 261,260
9. Buick Century 240,747
10. Honda Civic.....235,801

Spurred on by a profusion of manufacturer incentive programs, steadily declining fuel prices, and a change in federal income tax laws, passenger-car sales in the U.S. soared to an all-time high in 1986. The final tally showed 11,452,310 units sold during the 12-month period, a total that eclipsed the previous combined mark set in 1973 by just under 6000 vehicles.

With total sales of just over 8.2 million units, up 0.1% over the 1985 figure, domestic manufacturers accounted for 72.8% of the market. But foreign producers turned out to be the biggest beneficiaries of the '86 buying spree. Their combined 3.2 million sales constituted a 13.9% improvement over the 1985 total. That translates into a 28.2% market share, the largest slice of the action ever garnered by the import contingent.

General Motors led the way in sales by domestic producers, although its 4.53 million vehicle total reflected a 1.6% decrease from '85. Even so, The General still placed six cars in the U.S. top 10. Leading that list was the Chevrolet Celebrity, which accounted for 408,946 units. Ford Motor Company claimed a solid 2nd place among the American auto makers with total sales of 2.07 million vehicles, down 0.2% from the preceding year. Chrysler Corporation was the only member of the Big Three to actually gain in sales, its 1.17 million unit total representing a 3.0% boost over 1985. Honda enjoyed the greatest success among the smaller producers, selling 235,247 Ohio-built Accords and Civics, 61.2% more than during the preceding year.

With respect to the Big Three import auto makers, Toyota again headed the pack on the strength of its 633,806 total U.S. sales, a 2.2% gain over 1985. Nissan retained 2nd spot, although its 493,549 units sold represented a 7.8% decline compared to the previous year. Honda stood a strong 3rd, its 458,268 total (including 52,869 Acuras) reflecting a 12.8% sales increase. That figure, added to its greatly increased U.S. production, bumped Honda's total sales to 693,515 units, making it the best-selling Japanese marque in America. The biggest winner among the import contingent was Hyundai. The Korean firm had projected sales of 100,000 for its new Excel models here last year, but with actual sales for the entry-level subcompact line hitting 168,882, Hyundai became the best-selling first-year import ever.

REAGAN ADMINISTRATION WANTS CAFE REPEALED

Vice-president George Bush's dormant Task Force on Regulatory Relief sprang to life recently and announced it will ask Congress to repeal Corporate Average Fuel Economy (CAFE) standards.

Not surprisingly, GM, faced with an estimated $500 million in fines for missed CAFE standards, and Ford, faced with $50 million in CAFE fines, were delighted. But Chrysler said the proposal "doesn't make sense" in light of OPEC's unilateral raise in oil prices, and dolefully warned of the end of America's energy policy. Ralph Nader's *Public Citizen* and the Center for Auto Safety condemned the action and predicted it would go nowhere.

THE NEW MICRO EYE QUANTUM

RADAR DETECTION YOU PROGRAM TO YOUR DRIVING ENVIRONMENT!

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DETECTION "TAILORED" TO YOUR DRIVING NEEDS

The MICRO EYE QUANTUM eliminates "pre-set" thresholds found in other radar detectors with City/Highway and Filter modes and the limitations they impose. Instead, the MICRO EYE QUANTUM incorporates two modes that can be adjusted quickly and easily to suit your exact driving needs.

PROGRAMMED BY A SINGLE TOUCH OF A BUTTON

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COMMUNICATIONS CENTER

The digital display acts as the QUANTUM's command center indicating all mode selections as well as a system of digits (1 to 9) to indicate the strength of police radar. This, in conjunction with a series of separate audio tones and visual alerts, will indicate an X or K Band radar warning for the quickest, easiest identification possible. A photo-electric dimmer automatically adjusts the display for easy viewing under any conditions. For night driving, the display, along with both X and K Band LEDs, can be rendered dark with a simple touch of a button.

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Dodge Daytona X91

Fast forward to 1991

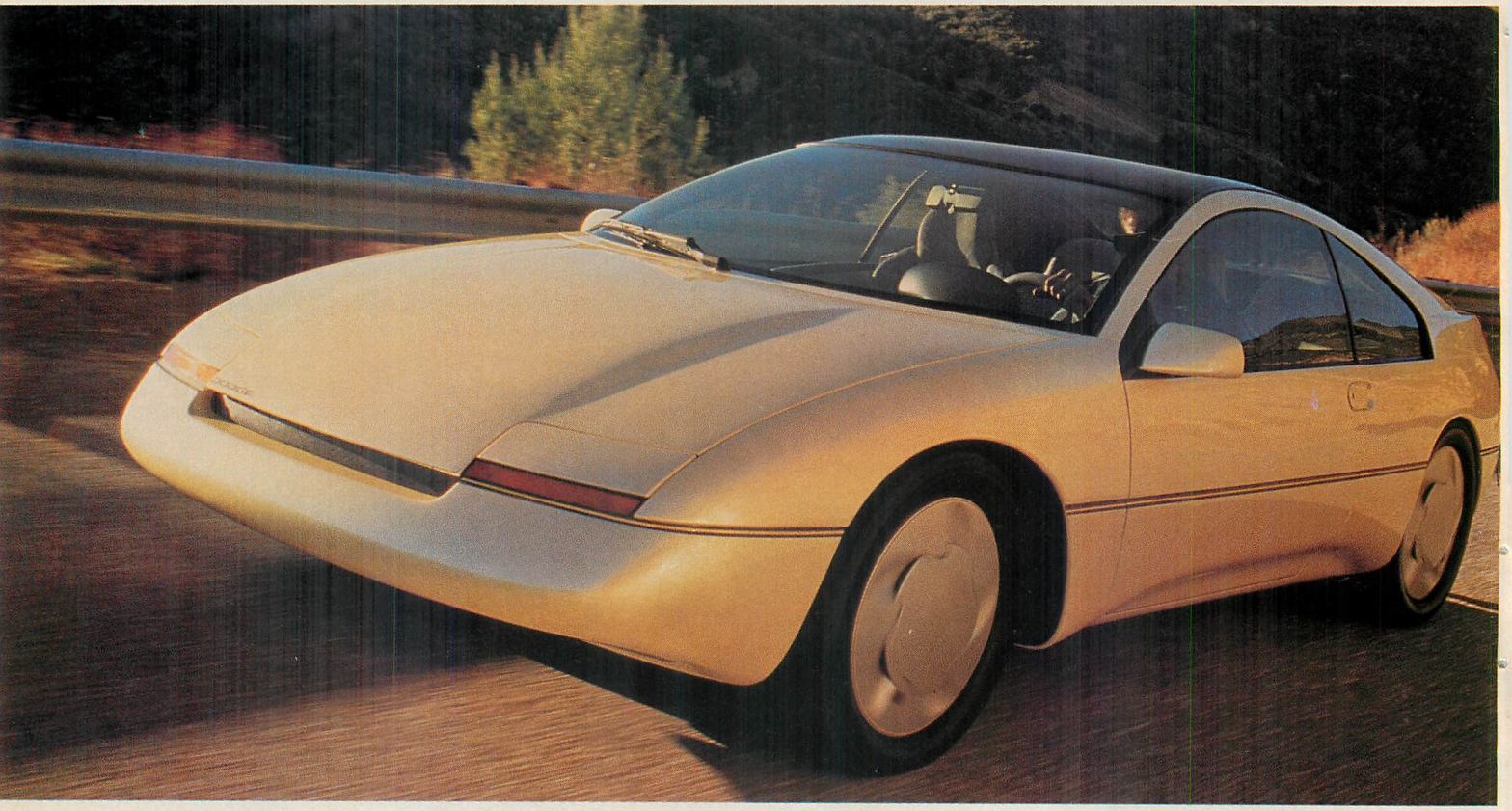
PHOTOGRAPHY BY BOB D'OLIVO; PETERSEN PHOTOGRAPHIC

This is going to be quite a year for concept vehicles. Judging by the exhibits we have seen at both the Los Angeles and the Detroit Auto Shows, many auto manufacturers will be offering a look at what they feel are the future automobiles from their companies.

One of these, the Dodge Daytona X91 concept sports car, is very close to what will actually hit dealer showrooms for the 1991 model year. Before its public debut at the Detroit Auto Show, *Motor Trend* got a first-hand look at the X91.

Based on an '87 front-drive Daytona platform, the X91 was built as a joint effort at Chrysler, with the exterior and interior styling created by Chrysler Motors Product Design and the drivetrain developed by Chrysler Motors Engineering.

As you can see in these exclusive photos, the aerodynamic body design features a smooth and unified shape with the greenhouse stretching from

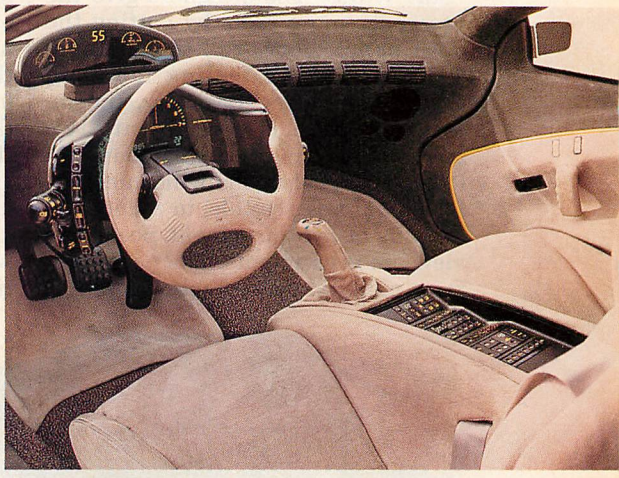


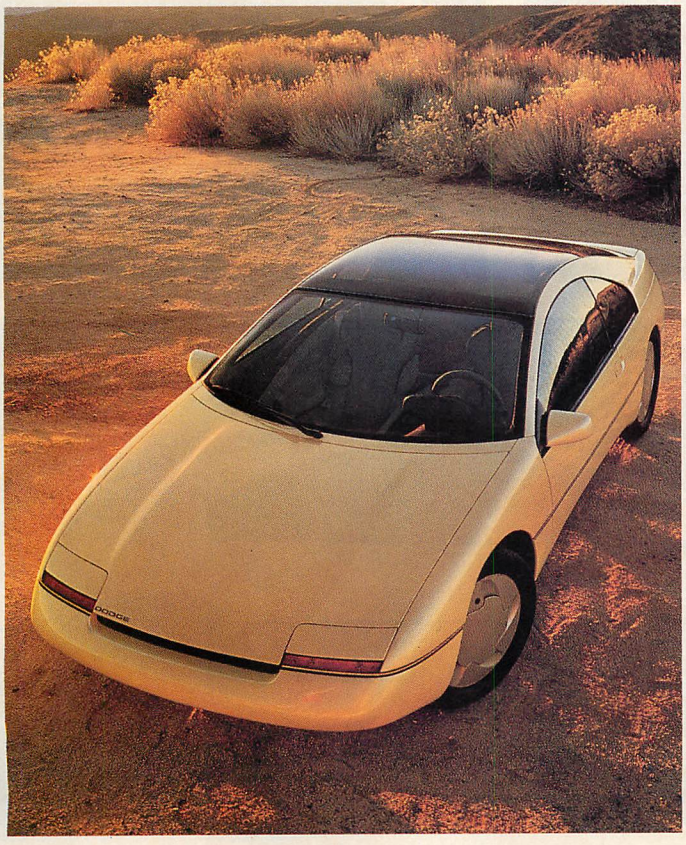
the cowl to the deck, providing a windshield that slopes up and over the passenger compartment to meld into the backlight. The passenger compartment, especially viewed from the side, offers a modular look, as if the compartment could be separated from the rest of the vehicle. The A-pillar bends up and rearward and blends into the C-pillar at the rear to achieve this futuristic look.

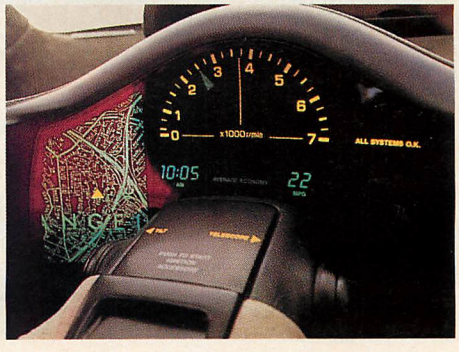
Per current styling practice, the front and rear bumpers are integrated to the body sheetmetal and the black-lamped taillights are integrated with the rear bumper as well. The headlight system, rather than follow current "flush-look" exposed headlight trends, uses a concealed headlight system such as currently in use on the stylish new Chrysler LeBaron and LeBaron convertible.

The drivetrain of the '91 vehicle features the workhorse 2.2-liter Chrysler 4-cylinder engine fitted with the new 16-valve overhead cam cylinder head. Turbocharged and intercooled, the engine is rated at 225 hp. The X91 uses the Chrysler close-ratio 5-speed transaxle and "firm-feel" 14:1 steering.

As exciting as the outside of this car is, it is really the interior and the instrumentation that move us into the future. The seats offer an ergonomically correct seating position







with integrated armrests on the door panels and center console. In an interesting design, the fore and aft position of the seat is fixed—the brake and clutch pedals are set in computer-controlled trays that are electrically operated and adjust to the driver's position. The idea behind this arrangement is to have the driver maintain constant eye-to-instrument orientation. The driver, however, can electrically adjust the seat height and the backrest angle for additional comfort. The foot-rest tray on the passenger side is also adjustable.

The instrumentation is right out of "Star Wars." The designers give the passenger more room by cutting the dash panel "forward" to eliminate that "closed-in" feeling found in many sports cars. Basically, the instrumentation is divided into two areas: The primary instruments are located just below the windshield, as far forward as possible, to reduce the amount of eye movement needed to view the instruments. The panel contains a digital speedometer at the 12 o'clock position with fuel gauge and ammeter on the left and oil pressure and oil temperature gauges on the right. The turn signal indicators are at either end of the panel, and the primary warning signals—high-beam indicators and low-fuel light—surround the lower portion of the speedometer.

This concept is very close to what will actually hit dealer showrooms for the 1991 model year

The driver sees the secondary instrument cluster through the steering wheel, with the tachometer at 12 o'clock and the clock and warning signals located below the tachometer. To the right of the cluster is the display for the satellite map system, and to the left is the display for the diagnostic system.

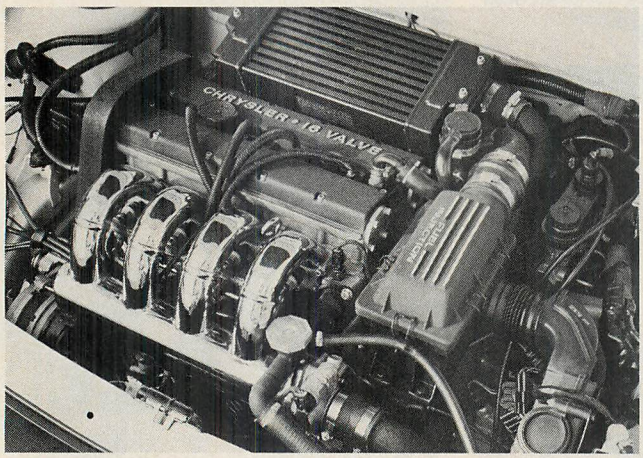
Switches for the primary controls are within a fingertip's reach of the driver; headlight controls on the left, windshield wipers on the right. Controls for the map, computer mode, basic operating data, and climate controls are also within easy reach.

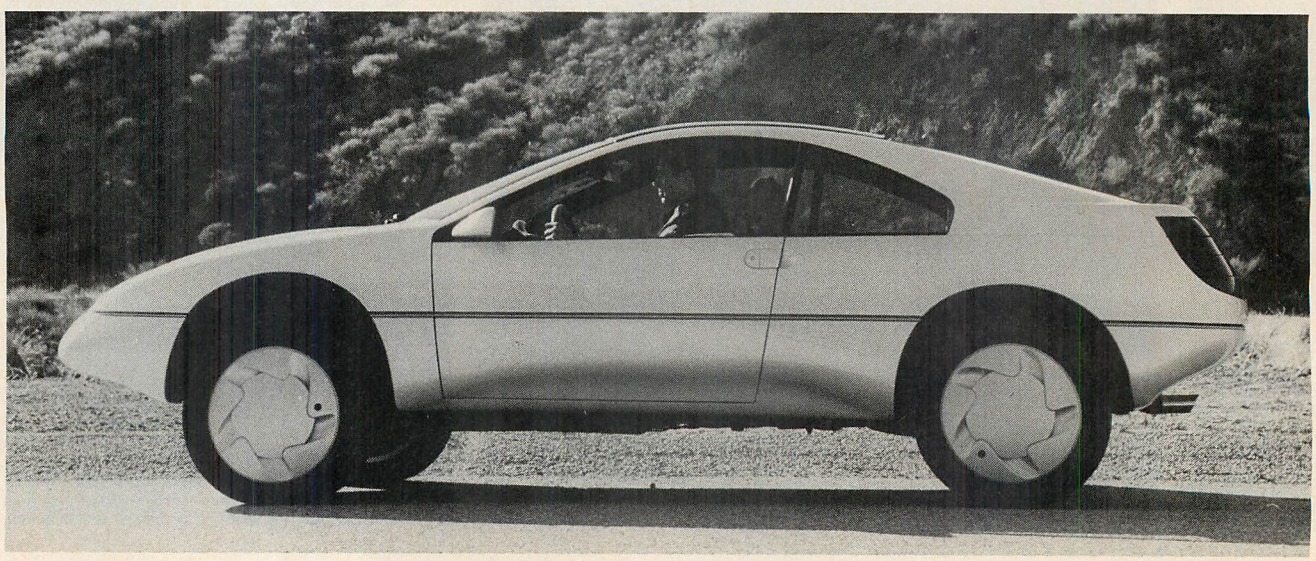
A secondary switch area is located between the driver and passenger seats and is covered by a sliding panel to prevent accidental operation. Located here are the controls for the sound system and more sophisticated climate control, designed to be operated by either the driver or the passenger.

Continuing the futuristic theme, the steering wheel hub contains a "key card" ignition and steering lock. The driver's identification is encoded on the card along with his seating and pedal position and climate preference. It even controls the radio station or tape cassette of choice.

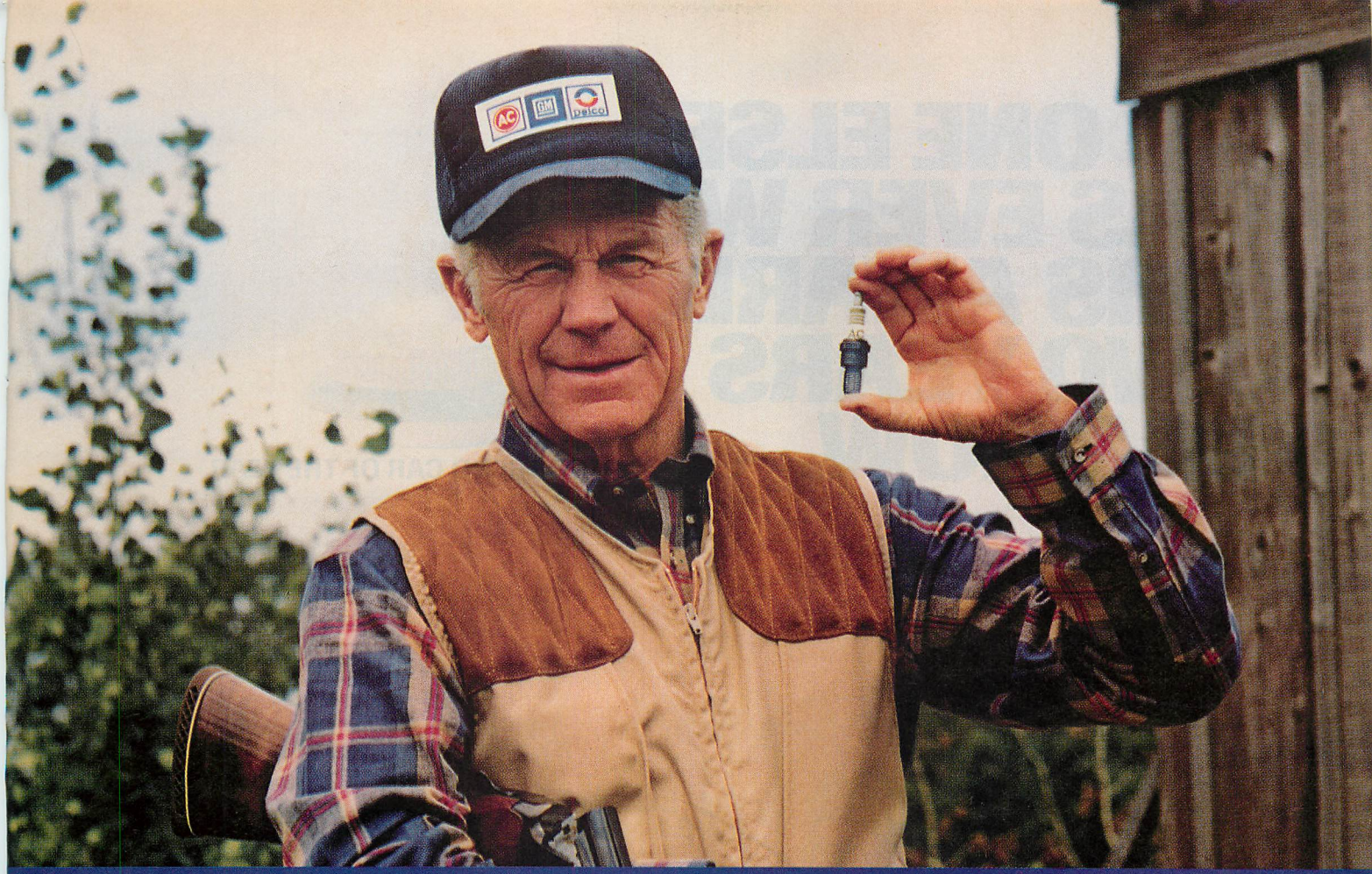
When the key card is removed, the steering column and the pedal tray retract for easy entry or exit.

Obviously, not all these developments will make it to the actual production version of this car, but, if just a few make it, we can expect the 1991 version of the Dodge Daytona to be one very exciting machine. MT





When the X91 goes into 4-wheel drive, the ride height is adjusted for greater ground clearance.



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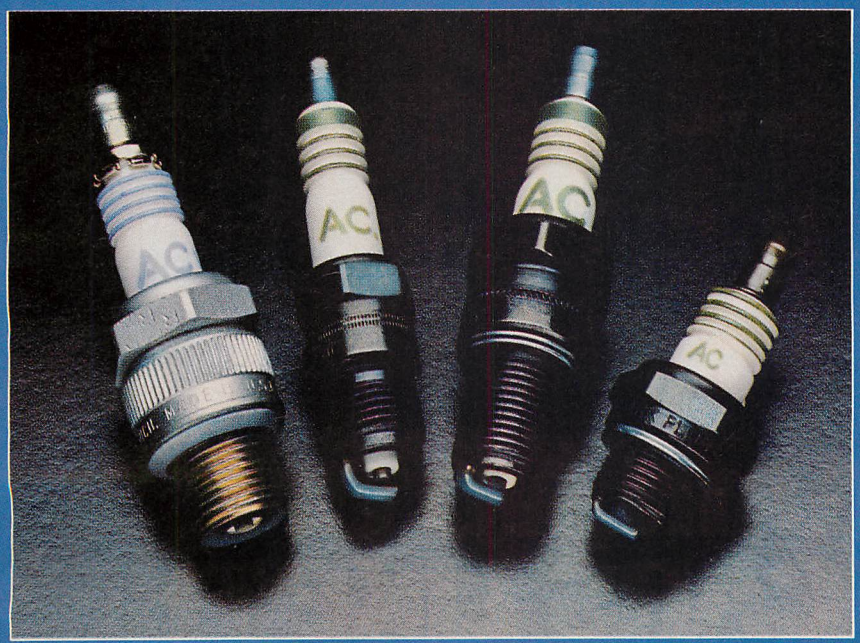

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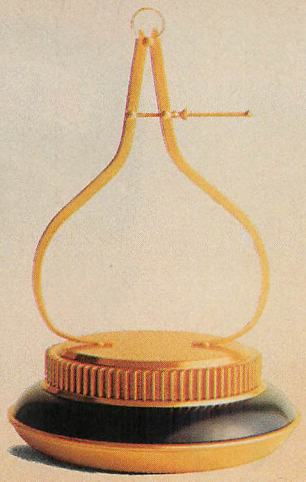

MOTOR TREND CAR OF THE YEAR

FORD TAURUS.
1986 MOTOR TREND CAR OF THE YEAR

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In the 35-year history of the *Motor Trend* Car of the Year award, Ford Division is the only one in the industry to win it two years in a row.

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1987 MOTOR TREND CAR OF THE YEAR

MAGNA

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MOTOR TREND's 1987 Import Car of the Year

Picking a winner from the lucky 13

by Jack R. Nerad

PHOTOGRAPHY BY PETERSEN PHOTOGRAPHIC

If you need proof that the automotive market is getting more interesting every day, all you need to do is look at the entrants in this year's Import Car of the Year competition. A more varied crop of cars would be hard to find.

Included in the mix are luxury cars, sports cars, economy cars, family cars, and even a box-like people-hauler. The 13 vehicles represent nine manufacturers and four continents. One of the imports is even built in America. (We'll explain that a bit later.) There are front-wheel-drive cars and rear-wheel-drive cars. Cars with 4-cylinder engines, cars with 6-cylinder engines, even a car with a 3-

1987 Import Car of the Year

ACURA INTEGRA

Major Competitors

Honda Accord	$10,004*	Nissan 200SX	$11,424
Mazda 626	$10,154	Toyota FX16	$10,893
Mitsubishi Cordia	$9969		

Specifications

Vehicle mfr.	Honda Motor Corp.
Base price	$10,114
Base/test mdl.	$11,614
Price as tested	$11,614
Body type	2-dr. hatchback
Drive system	Front engine, front drive
Engine type	L-4, liquid cooled
Displacement	1590 cc (97 cu in.)
Valvetrain	DOHC, 4 valves/cylinder
Max. power	113 hp @ 6250 rpm
Max. torque	99 lb-ft @ 5500 rpm
Induction	Electronic fuel injection
Transmission	5-sp. man.
Final drive	3.54:1
Suspension, f/r	Independent/twist beam
Steering	Rack and pinion, power assist
Brakes, f/r	Disc/disc, power assist
Wheels	14 x 5.5 in., cast alloy
Tires	195/60R14
Curb weight	1069 kg (2357 lb)
Wheelbase	2450 mm (96.5 in.)
Overall length	4280 mm (168.5 in.)

ACURA LEGEND COUPE

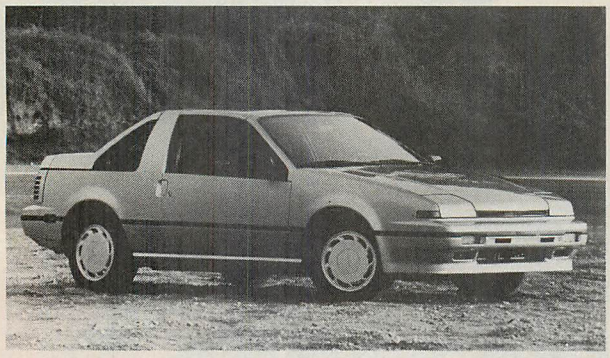
Major Competitors

BMW 325e	$21,770	Lincoln Mark VII LSC	$25,361
Buick Riviera	$20,837	Oldsmobile Toronado	$20,438
Cadillac Eldorado	$24,240	Saab 900 Turbo	$20,772

Specifications

Vehicle mfr.	Honda Motor Corp.
Base price	$21,900
Base/test mdl.	$24,900
Price as tested	$24,900
Body type	2-dr. coupe
Drive system	Front engine, front drive
Engine type	V-6, liquid cooled
Displacement	2671 cc (163 cu in.)
Valvetrain	SOHC, 4 valves/cylinder
Max. power	161 hp @ 5900 rpm
Max. torque	162 lb-ft @ 4500 rpm
Induction	Electronic fuel injection
Transmission	5-sp. man.
Final drive	2.95:1
Suspension, f/r	Independent/independent
Steering	Rack and pinion, power assist
Brakes, f/r	ABS, disc/disc, power assist
Wheels	15 x 5.5 in., cast alloy
Tires	205/60VR15
Curb weight	1401 kg (3089 lb)
Wheelbase	2705 mm (108.2 in.)
Overall length	4775 mm (191.0 in.)

NISSAN PULSAR



Major Competitors

Acura Integra	$10,114	Toyota Corolla GT-S	$10,593
Dodge Colt Turbo	$8620	Volkswagen GTI	$10,650
Honda CRX Si	$9604		

Specifications

Vehicle mfr.	Nissan Motor Co. Ltd
Base price	$10,599
Base/test mdl.	$11,799
Price as tested	$12,514
Body type	2-dr. hatchback
Drive system	Front engine, front drive
Engine type	L-4, liquid cooled
Displacement	1597 cc (98 cu in.)
Valvetrain	DOHC, 4 valves/cylinder
Max. power	113 hp @ 6400 rpm
Max. torque	99 lb-ft @ 4800 rpm
Induction	Electronic fuel injection
Transmission	5-sp. man.
Final drive	3.62:1
Suspension, f/r	Independent/independent
Steering	Rack and pinion, power assist
Brakes, f/r	Disc/drum, power assist
Wheels	14 x 6.0 in., cast alloy
Tires	195/60HR14
Curb weight	1102 kg (2425 lb)
Wheelbase	2393 mm (95.7 in.)
Overall length	4163 mm (166.5 in.)

RENAULT MEDALLION

Major Competitors

Dodge Aries	$11,364	Mazda 626	$10,154
Ford Tempo	$8774	Toyota Camry	$11,023
Honda Accord	$11,364		

Specifications

Vehicle mfr.	AMC/Renault
Base price	$10,300
Base/test mdl.	$10,800
Price as tested	$13,300
Body type	4-dr. sedan
Drive system	Front engine, front drive
Engine type	L-4, liquid cooled
Displacement	2165 cc (132 cu in.)
Valvetrain	SOHC, 2 valves/cylinder
Max. power	103 hp @ 5000 rpm
Max. torque	124 lb-ft @ 2500 rpm
Induction	Electronic fuel injection
Transmission	5-sp. man.
Final drive	3.10:1
Suspension, f/r	Independent/independent
Steering	Rack and pinion, power assist
Brakes, f/r	Vented disc/drum, power assist
Wheels	14 x 5.5 in., cast alloy
Tires	195/60HR14
Curb weight	1098 kg (2588 lb)
Wheelbase	2600 mm (102.3 in.)
Overall length	4654 mm (183.2 in.)

1987 Import Car of the Year

ALFA ROMEO MILANO

Major Competitors

Audi 4000	$16,210	Mazda 626	$11,904
BMW 325e	$21,770	Saab 900 4DR	$14,832
Honda Accord	$13,008	VW Quantum	$15,785

Specifications

Vehicle mfr.	Alfa Romeo SpA	**Transmission**	5-sp. man.
Base price	$13,465	**Final drive**	3.21:1
Base/test mdl.	$19,480	**Suspension, f/r.**	Independent/independent
Price tested	$19,480	**Steering**	Rack and pinion, power assist
Body type	4-dr. sedan	**Brakes, f/r**	ABS, disc/disc, power assist
Drive system	Front engine, rear drive	**Wheels**	15 x 6.0 in., cast alloy
Engine type	V-6, liquid cooled	**Tires**	195/55VR15
Displacement	2492 cc (152 cu in.)	**Curb weight**	1320 kg (2907 lb)
Valvetrain	SOHC, 2 valves/cylinder	**Wheelbase**	2510 mm (98.8 in.)
Max. power	154 hp @ 5600 rpm	**Overall length**	4330 mm (170.5 in.)
Max. torque	152 lb-ft @ 3200 rpm		
Induction	Electronic fuel injection		

MITSUBISHI WAGON

Major Competitors

Chevrolet Astro	$10,779	Nissan Stanza Wagon	$11,574
Dodge Caravan	$11,355	Toyota Van	$14,453
Ford Aerostar	$11,132	VW Vanagon	$15,055

Specifications

Vehicle mfr.	Mitsubishi Mfg.	**Transmission**	4-sp.auto.
Base price	$12,999	**Final drive**	2.90:1
Base/test mdl.	$14,499	**Suspension, f/r.**	Independent/live axle
Price as tested	$16,613	**Steering**	Rack and pinion, power assist
Body type	Mini-van	**Brakes, f/r**	Disc/drum, power assist
Drive system	Mid-engine, rear drive	**Wheels**	14 x 5.5 in., cast alloy
Engine type	L-4, liquid cooled	**Tires**	P205/75R14
Displacement	2350 cc (143.4 cu in.)	**Curb weight**	1448 kg (3186 lb)
Valvetrain	SOHC, 2 valves/cylinder	**Wheelbase**	2200 mm (88.0 in.)
Max. power	107 hp @ 5000 rpm	**Overall length**	4380 mm (175.2 in.)
Max. torque	132 lb-ft @ 3500 rpm		
Induction	Electronic fuel injection		

STERLING 825

Major Competitors

Acura Legend	$22,603	Cadillac DeVille	$22,159
Audi 5000S	$20,395	Volvo 740GLE Turbo	$21,905
BMW 325	$22,770		

Specifications

Vehicle mfr.	Rover Group	**Transmission**	5-sp. man.
Base price	$19,000	**Final drive**	3.15:1
Base/test mdl.	$23,900	**Suspension, f/r.**	Independent/independent
Price as tested	$24,190	**Steering**	Rack and pinion, power assist
Body type	4-dr. sedan	**Brakes, f/r**	ABS, disc/disc, power assist
Drive system	Front engine, front drive	**Wheels**	15 x 6.0 in., cast alloy
Engine type	V-6, liquid cooled	**Tires**	195/60VR15
Displacement	2494 cc (152.2 cu in.)	**Curb weight**	1435 kg (3164 lb)
Valvetrain	SOHC, 4 valves/cylinder	**Wheelbase**	2759 mm (108.6 in.)
Max. power	151 hp @ 5800 rpm	**Overall length**	4796 mm (188.8 in.)
Max. torque	154 lb-ft @ 4800 rpm		
Induction	Electronic fuel injection		

SUBARU JUSTY

Major Competitors

Chevrolet Sprint	$6185	Volkswagen Fox	$5690
Hyundai Excel	$5220	Yugo GV	$4399

Specifications

Vehicle mfr.	Fuji Heavy Industries	**Final drive**	3.02:1
Base price	$5366	**Suspension, f/r.**	Independent/independent
Base/test mdl.	$6166	**Steering**	Rack and pinion, power assist
Price as tested	$7535	**Brakes, f/r**	Disc/drum
Body type	2-dr. hatchback	**Wheels**	12 x 4.0 in., steel
Drive system	Front engine, front drive	**Tires**	145/SR12
Engine type	L-3, liquid cooled,	**Curb weight**	754 kg (1675 lb)
Displacement	1189 cc (73 cu in.)	**Wheelbase**	2250 mm (90.0 in.)
Valvetrain	SOHC, 3 valves/cylinder	**Overall length**	3480 mm (139.2 in.)
Max. power	66 hp @ 5200 rpm		
Max. torque	70 lb-ft @ 3600 rpm		
Induction	Electronic carburetor		
Transmission	5-sp. man.		

*Note on all competitive prices: Although correct at test time for models comparable to test cars, prices may have changed since the competition was completed.

1987 Import Car of the Year

TOYOTA CAMRY

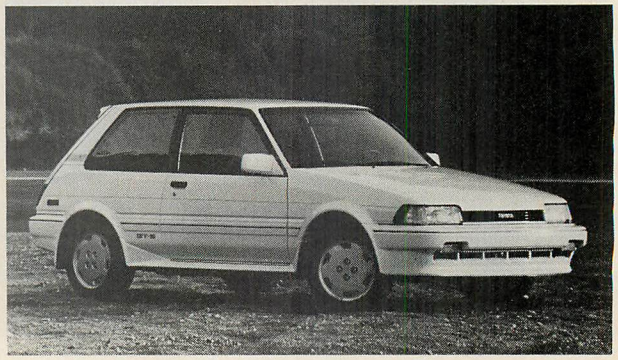
Major Competitors

Honda Accord	$10,834	Renault Medallion	$10,300
Mazda 626	$10,104	Volkswagen Jetta	$10,315
Nissan Stanza	$10,724		

Specifications

Vehicle mfr.	Toyota Motor Co.	**Transmission**	5-sp. man.
Base price	$11,023	**Final drive**	2.73:1
Base/test mdl.	$11,023	**Suspension, f/r.**	Independent/independent
Price as tested	$12,543	**Steering**	Rack and pinion, power assist
Body type	4-dr. sedan	**Brakes, f/r**	Disc/drum, power assist
Drive system	Front engine, front drive	**Wheels**	14 x 5.5 in.,
Engine type	L-4, liquid cooled	**Tires**	185/70SR14
Displacement	1998 cc (121.9 cu in.)	**Curb weight**	1230 kg (2734 lb)
Valvetrain	DOHC, 4 valves/cylinder	**Wheelbase**	2560 mm (102.4 in.)
Max. power	115 hp @ 5200 rpm	**Overall length**	4553 mm (182.1 in.)
Max. torque	124 lb-ft @ 4400 rpm		
Induction	Electronic fuel injection		

TOYOTA FX16



Major Competitors

Acura Integra	$11,614	Nissan Pulsar	$11,799
Ford Escort GT	$9124	Volkswagen GTI	$10,650
Honda Civic Si	$9604		

Specifications

Vehicle mfr.	Toyota Motor Co.	**Max. torque**	96 lb-ft @ 4800 rpm
Base price	$9903	**Induction**	Fuel injection
Base/test mdl.	$10,893	**Transmission**	5-sp. man.
Price as tested	$13,118	**Final drive**	4.31:1
Body type	2-dr. sedan	**Suspension, f/r.**	Independent/independent
Drive system	Front engine, front drive	**Steering**	Rack and pinion
Engine type	L-4, liquid cooled	**Brakes, f/r**	Disc/disc
Displacement	1600 cc (97.0 cu in.)	**Wheels**	14 x 6.5 in., alloy
Valvetrain	DOHC, 4 valves/cylinder	**Tires**	185/60HR14
Max. power	108 hp @ 6600 rpm	**Curb weight**	971 kg (2141 lb)
		Wheelbase	2430 mm (95.7 in.)
		Overall length	4064 mm (160.0 in.)

VOLKSWAGEN FOX

Major Competitors

Chevrolet Sprint	$6385	Subaru Justy	$6166
Hyundai Excel	$6670	Yugo GV	$4399

Specifications

Vehicle mfr.	Volkswagen Do Brasil	**Transmission**	4-sp. man.
Base price	$5690	**Final drive**	3.03:1
Base/test mdl.	$6490	**Suspension, f/r.**	Independent/twist beam
Price as tested	$7040	**Steering**	Rack and pinion
Body type	4-dr. sedan	**Brakes, f/r**	Disc/drum, power assist
Drive system	Front engine, front drive	**Wheels**	13 x 5.0 in., stamped steel
Engine type	L-4, liquid cooled	**Tires**	175/70SR13
Displacement	1780 cc (109 cu in.)	**Curb weight**	993 kg (2190 lb)
Valvetrain	SOHC, 2 valves/cylinder	**Wheelbase**	2358 mm (92.8 in.)
Max. power	81 hp @ 5500 rpm	**Overall length**	4151 mm (163.4 in.)
Max. torque	93 lb-ft @ 3250 rpm		
Induction	Electronic fuel injection		

cylinder engine. You want turbocharging? You want computerized engine controls? You want anti-lock brakes? You got 'em all.

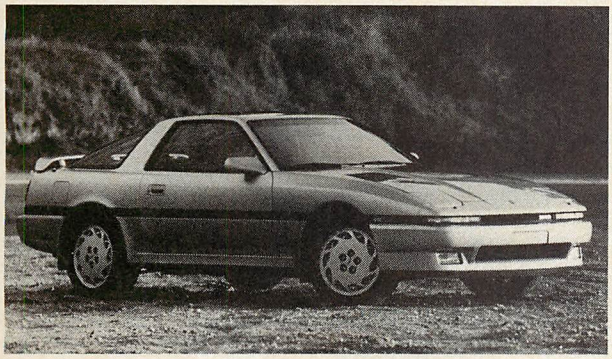
With all these cars on tap, it was easy to see why we were so excited as we gathered at our traditional testing venue—the Los Angeles County Fairgrounds at Pomona. Before the long week was over, we would skidpad, brake test, drag race, slalom, and road test all 13 contenders to a fare-thee-well. By the time we were through, we were more than impressed with the quality of the overall field.

But, before we get to our results, a few words about what our testing is all about. Each year, we determine the import cars that are new to the market, and we invite those cars to participate in our testing. To ascertain whether or not a car is "new," we look at the bodyshell. If the body is significantly changed, we figure the public will perceive the car as "new," even though it might use carryover mechanical components. Obviously, some carryover names (like Pulsar or Camry this year) are hung on what are really new cars as well. We also stipulate that the competing cars must sell 5000 units in the model year (to ensure that an exotic won't run away with the prize), and that the car be "on sale" by the time this issue hits the stands.

After we've collected all our players, we run them through a comprehensive two-phase test program that's as complete as any in the industry. The first phase consists of objective, instrumented testing—dragstrip, skidpad, and slalom—and fuel economy quotients derived from Environmental Protection Agency figures. The second phase is subjective scoring, in which each member of the voting panel examines the car in real-world situations, deciding how they rate on things like design, comfort, convenience, and value. An important thing to re-

1987 Import Car of the Year

TOYOTA SUPRA TURBO



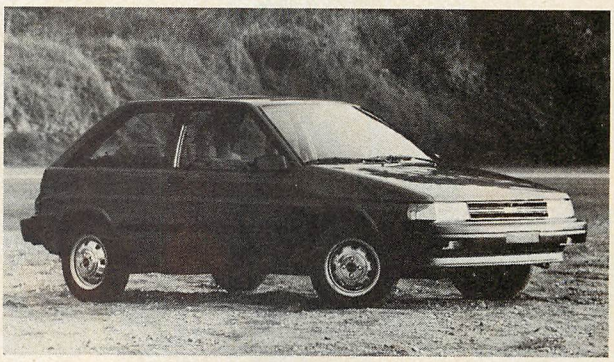
Major Competitors

Chevrolet Camaro IROC-Z	$16,327	Mitsubishi Starion ESI-R	$18,199
Ford Mustang GT	$13,338	Nissan 300ZX Turbo	$21,399
Mazda RX-7 Turbo	$20,604		

Specifications

Vehicle mfr.	Toyota Motor Co.	**Transmission**	5-sp. man.
Base price	$20,215	**Final drive**	2.94:1
Base/test mdl.	$22,485	**Suspension, f/r**	Independent/independent
Price as tested	$23,957	**Steering**	Rack and pinion, power assist
Body type	2-dr. hatchback	**Brakes, f/r**	ABS, disc/disc, power assist
Drive system	Front engine, rear drive	**Wheels**	16 x 7.0 in., cast alloy
Engine type	L-6, liquid cooled	**Tires**	225/50VR16
Displacement	2954 cc (180.3 cu in.)	**Curb weight**	1601 kg (3522 lb)
Valvetrain	DOHC, 4 valves/cylinder	**Wheelbase**	2555 mm (102.2 in.)
Max. power	230 hp @ 5600 rpm	**Overall length**	4548 mm (181.9 in.)
Max. torque	246 lb-ft @ 4000 rpm		
Induction	Electronic port injection, turbocharger		

TOYOTA TERCEL



Major Competitors

Honda Civic	$7698	Mitsubishi Mirage	$7529
Hyundai Excel	$6870	Nissan Sentra	$7574
Mazda 323	$7904		

Specifications

Vehicle mfr.	Toyota Motor Co.	**Induction**	Carburetor
Base price	$6123	**Transmission**	4-sp. man.
Base/test mdl.	$7583	**Final drive**	3.61:1
Price as tested	$10,245	**Suspension, f/r**	Independent/twist beam
Body type	2-dr. hatchback	**Steering**	Rack and pinion, power assist
Drive system	Front engine, front drive	**Brakes, f/r**	Disc/drum
Engine type	L-4, liquid cooled	**Wheels**	13 x 4.5 in.,
Displacement	1456 cc (88.7 cu in.)	**Tires**	155/SR13
Valvetrain	SOHC, 3 valves/cylinder	**Curb weight**	866 kg (1905 lb)
Max. power	78 hp @ 6000 rpm	**Wheelbase**	2343 mm (93.7 in.)
Max. torque	87 lb-ft @ 4000 rpm	**Overall length**	3933 mm (157.3 in.)

member is that in the subjective scoring, each car is compared against other cars in its class rather than against the other cars vying in the competition. Thus, a sports car is not expected to offer the same kind of cargo-hauling ability as a station wagon. Finally, the objective test data and the subjective scores are collected at the test venues by the prestigious accounting firm of Arthur Young & Co., which crunches the numbers to get our finishing order.

Despite a later date for the competition this year, we were able to complete our objective testing and real-world driving in excellent weather. As in years past, we got our fill of the varied driving conditions—freeways, city streets, mountain roads, drive-through restaurants—that make motoring in Southern California so much fun. And, in our few hours off each day, we were also able to partake of virtually every snack food known to man, conducting an impromptu potato chip test in conjunction with our Import Car of the Year competition.

The results of the Great Potato Chip War will have to wait for another issue. Here, we'll report on Import Car of the Year '87, perhaps the best such competition ever.

Track Testing

Track day at the Import Car of the Year competition is always eagerly awaited, because it is on the track that the cars can be taken to their individual limits. While ICOY is not meant to be simply a performance car contest, several cars in the field did promise excellent all-around performance.

And excellent performance is what we got. On the dragstrip, the star of the show was the Toyota Supra Turbo. With an intercooled turbo spinning underhood, the 3.0-liter Supra engine belts out 230 hp, plenty for a three-way win in the category (0-30 in 2.45 sec, 0-60 mph in 6.88 sec, and the quarter mile in 15.40 sec at 91.8 mph). Next in line was the luxurious Acura Legend Coupe with a 2.79 sec, 8.11 sec, and 16.3 sec/87.0 mph in the three respective categories, followed by the Sterling 825 (3.14 sec, 8.73 sec, and 16.84 sec/84.3 mph). Rounding out the top five were the Alfa Romeo Milano and the Acura Integra.

The 60-0-mph braking test produced a mild surprise as the winner, Toyota's FX16, was not equipped with an anti-lock braking system. Therefore, its 125-ft figure at impending lockup was particularly noteworthy. The next three finishers *did* have ABS on board. The Supra pulled to a stop in a scant 126 ft, the Acura Legend Coupe in 129 ft, and the Sterling 825 in 131 ft. Next-best among the non-ABS crowd was the Nissan Pulsar at 135 ft 60-0.

Agility proved the key in our 600-ft slalom course, where short wheelbases and smaller overall dimensions give a definite advantage. The Acura Integra was the quickest through the cones at 64.93 mph. Right behind was the Toyota FX16 (64.53 mph), and in 3rd place, the surprising Nissan Pulsar (64.22 mph). Another Toyota—the Supra Turbo—placed 4th at 63.92 mph, and the Acura Legend Coupe slipped into 5th place at 63.23 mph.

Another mild surprise occurred at the skidpad, where the Acura Integra edged out several vehicles with significantly wider tires. The Integra's all-independent suspension layout obviously got the most out of its 195/60HR14 Michelin MXV radials on 5.5-in. cast alloy wheels, turning in an excellent 0.88g figure. Equally surprisingly was the strong 0.86g showing of the Renault Medallion on identically sized Goodyear NCTs. In 3rd place was the fat-tired Supra Turbo with an 0.85g figure on P225/

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50VR16 Goodyear Gatorbacks. The FX16 zipped around the pad for 4th at 0.84 in a tie with the Nissan Pulsar. Interestingly, nine of the 13 cars turned in figures of 0.8 g or better, considered supercar territory just a few short years ago.

The champ in the fuel economy category was the Subaru Justy, whose 3-cylinder powerplant delivers a whopping 38 mpg in the city and 41 mpg on the highway. Toyota's entry-level Tercel was hot on the Justy's trail at 31 city, 38 highway, and the bread-and-butter Camry family sedan tripped EPA's treadmill at 27 mpg city, 34 mpg highway. Another relatively big car, the Renault Medallion, finished in 4th place at 25 mpg city, 33 mpg highway, and we saw a tie for 5th between the Acura Integra and the Volkswagen Fox at 26 mpg city, 30 mpg highway.

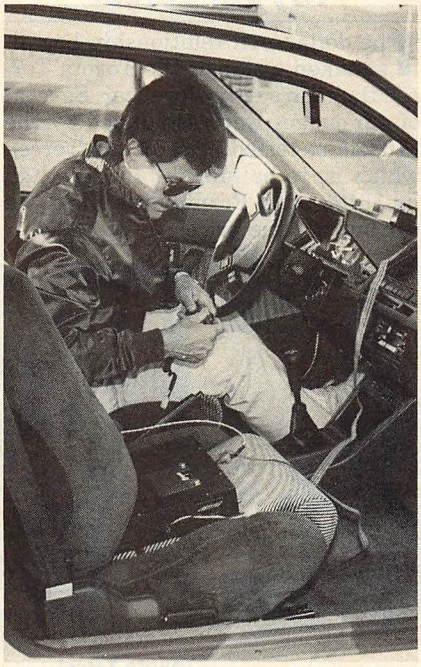
With the objective testing out of the way, we didn't just pass "*go*"; we went directly to the subjective portion of the testing, which centered around real-world driving. Acceleration is great, but we feel that a true Import Car of the Year should be good at all the other things a car is called on to do—things like hauling groceries and picking up girls, er, we mean the kids at school. We examined the cars for interior and exterior design, quality of materials and workmanship, comfort and convenience of operation, engine and drivetrain performance, handling characteristics, and value for money spent. When the last hood was slammed shut, these were the results:

13th Place Alfa Romeo Milano

Well, one of the cars had to finish last, and we feel it's a tribute to the strength of the field that a pretty good car like the Milano trailed the pack. The Milano is powered by a thoroughly competent 2.5-liter DOHC V-6 that drives the rear wheels through a rear-mounted 5-speed transaxle. The 154-hp engine was potent enough to garner a 5th-place finish in the overall acceleration sweepstakes (0-30 in 3.21 sec, 0-60 in 9.61 sec, and the quarter mile in 17.0 sec at 83.3 mph). The Milano also turned in a respectable 6th in the ride and drive and 7th in chassis dynamics. But the engine and suspension weren't enough to lift the Milano from last place.

The Milano does offer a laundry list of standard features, and at its base price, it's a bargain. In addition to a sweet engine, the car offers a nice ride/handling compromise that feels best on narrow mountain roads. We're convinced that traditionalists will be pleased with its rear-wheel-drive handling.

Many of the judges, however, were put off by the Milano's interior and exterior styling. After experiencing foibles like the roof-mounted power window switches, one tester called the ergonomics "a joke." Another suggested that, "when the exterior designer got to the rear fender, his pencil must've slipped." Which will probably mean nothing to the Alfa aficionados who will love the Milano just as they've loved other Alfas, warts and all.

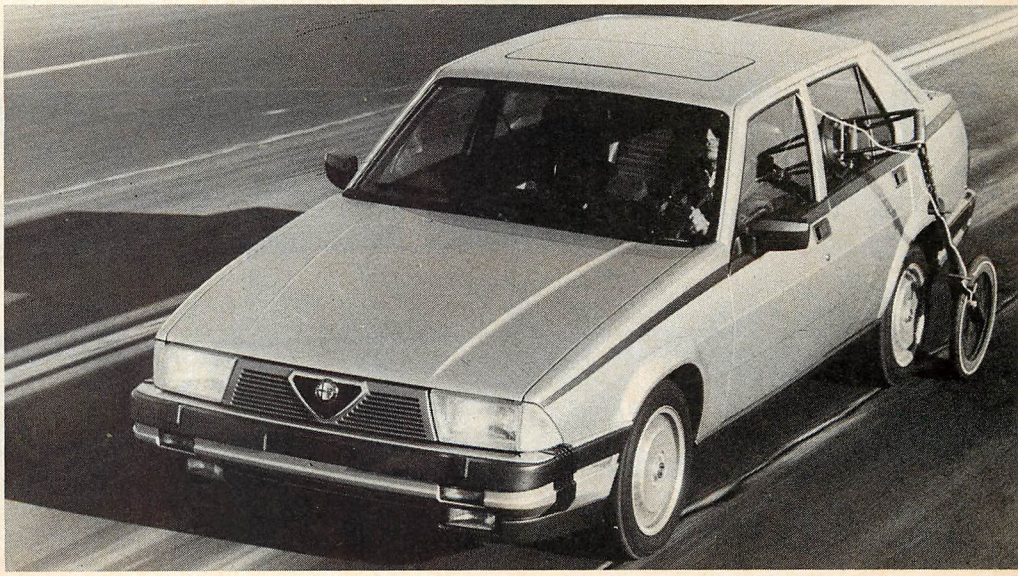


12th Place Mitsubishi Wagon

Another example of the overall quality of the field for this year's ICOY is the Mitsubishi Wagon. Maybe its name isn't imaginative, but this could well be the best imported minivan on the market today. The rear-drive vehicle is powered by a reasonably peppy 2.4-liter fuel-injected 4-cylinder mounted amidships. Smooth for a big four, the engine moves the spacevan about with comparable alacrity.

The interior of the Wagon is truly sumptuous. Front seating is good, visibility is excellent, and the requisite switches and controls are all within easy reach. The aft cabin, however, is really the place to be. The Mitsubishi comes equipped with dual captain's chairs that adjust like your La-Z-Boy at home and swivel 360° to boot. Three more passengers can be accommodated in a bench seat at the rear.→

Mitsubishi Wagon



Alfa Romeo Milano

Though it rides on a short 88-in. wheelbase, the Wagon offers 161.6 cu ft of space. Ride comfort is generally good, even if in the rear seat one occasionally experienced a pitching sensation (and we don't mean Roger Clemens). The Mitsubishi Wagon would have certainly finished higher but for last-place scores in the objective performance categories, obviously not the long suit of this type of vehicle.

11th Place Subaru Justy

The latest entry in the low-priced sweepstakes, a category that also includes the Hyundai Excel, Yugo, and Volkswagen Fox, the Justy offered better performance than one might have expected. Power from the 1.2-liter 3-cylinder engine gave the car virtually the same acceleration as the Tercel, although its loud exhaust note became a bit wearing.

The Justy's strong suit was its excellent use of space. It rode on a 90-in. wheelbase, yet it could accommodate four adults with reasonable comfort. With the rear seat folded, a voluminous cargo compartment could be created.

The Justy also topped our EPA-derived list for fuel economy with best figures for the city (38 mpg) and highway (41 mpg). The car came in for criticism of its definite understeer characteristics, abetted no doubt by small 145/SR12 tires and its somewhat high cost in comparison to its competition. A large part of that has resulted from the devaluation of the dollar versus the yen, which has necessitated a $7535 price-as-tested for the Justy.

10th Place Toyota Tercel

The dollar/yen relationship has also taken a slap at the Toyota Tercel, the firm's entry-level car. Several of our judges were astounded by the $10,245 as-tested price of the Tercel, which is, to be fair, far higher than its $6123 base. Frankly, we liked the car but not the price.

The exterior of the Tercel has been rejuvenated with sleek halogen headlights and a more contemporary aero treatment. Available as a 3- or 5-door liftback, the Tercel offers a great deal of utility for carrying people or packages. Under the tapered hood is an all-new 1.5-liter 4-cylinder driving the front wheels. At 76 hp, the 12-valve engine is smooth and flexible, but doesn't offer the sprightliness of some of its competitors. Fuel economy, though, is excellent—31 mpg city and 38 mpg highway.

9th Place Renault Medallion

Maybe a 9th-place finish doesn't seem impressive, but many of us walked away impressed with the Renault Medallion. It's a family sedan with a significant hint of Continental charm.

While the Medallion can carry five passengers and their luggage in superior comfort, it also proved a remarkable handler. It finished 2nd on the skidpad, and many of the judges not-

Subaru Justy

Toyota Tercel

Renault Medallion

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ed its superior grip in real-world driving. Fuel economy was another strength of the car; it finished 4th with EPA marks of 25 mpg city, 33 mpg highway.

Of course, that excellent fuel economy came at a price. Several of the testers commented on what a wonderful car it would be if only the engine were stronger. The 2.2-liter four winds freely and keeps producing to the redline, but peak horsepower is only 103. The car tips the scales at a reasonable 2588 lb, but it could definitely use more oomph. Also coming in for criticism was the rather lackluster interior styling and the tall gearing. The Medallion did impress us with its many good points, and we anticipate the car being successful for AMC dealers.

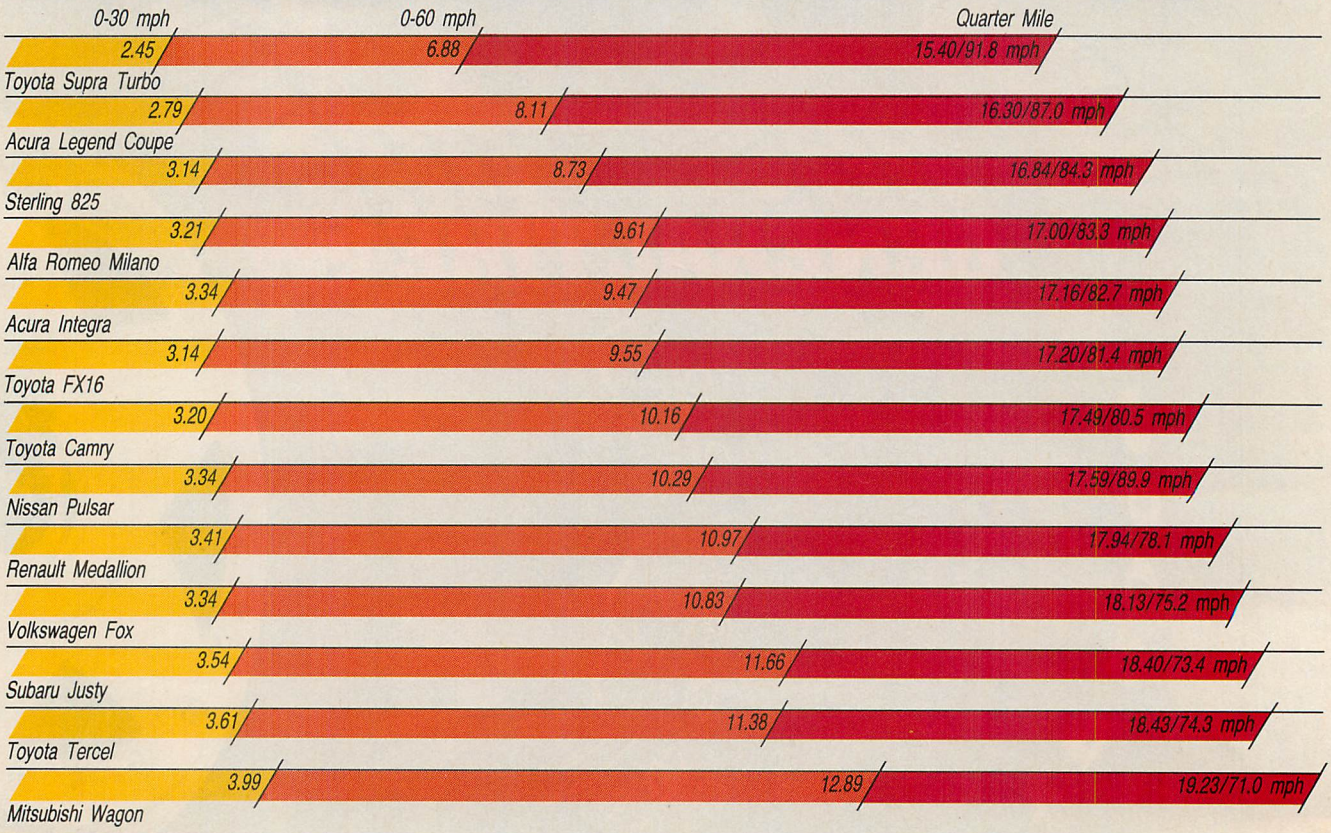
8th Place
Toyota Camry

If the world's auto manufacturers were only allowed to build one car to satisfy the needs of all car buyers everywhere, the Camry would be a logical choice. The car ably fulfils about every car function one can think of. It starts; it goes; it stops; it hauls passengers; it hauls cargo; it doesn't break.

Our testers found the Camry to be a supremely competent automobile. Judges cards were filled with flattering comments like: "Willing engine with decent powerband." "Cavernous trunk." "Top-notch car for cruising." "Newer, cleaner, more 'American' body is much better than previous, Rodan-inspired model."

The only criticisms we had might not even be criticisms to the bulk of the buying public. "Rides soft and rolls in corners like a Mom-and-Dad-and-1.7-kids car," wrote one tester, "but sticks decently in spite of this." Another judge liked the interior layout, but chided the ergonomics and the rampant use of plastic. To a man, we also disliked the government-mandated passive restraints that often act as inadvertent hangman's nooses when trying to exit the car quickly. We were quite impressed with the overall worth of the Camry, wishing only that it had a bit more personality. →

Acceleration in Seconds



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Motorcraft spark plugs.
THE LIGHTNING BEHIND ITS THUNDER.
It stormed onto the American performance scene. The Thunderbird Turbo Coupe, moved by a sophisticated four-cylinder turbocharged engine that's as powerful as a V-8. And the lightning behind its high-revving thunder: Motorcraft extended-tip spark plugs. Their nickel-chromium-alloy electrodes are designed to cope with the intense heat of today's high-performance engines. There's a Motorcraft spark plug, as well as a full line of quality-made Motorcraft parts, available for all makes of cars and trucks.
Motorcraft from Ford
EXCEEDS THE NEED

7th Place
Nissan Pulsar

Okay, fun-seekers, do we have a car for you! Nissan has taken its ugly-duckling Pulsar and, with the help of Gerald Hirshberg and Nissan Design International, turned it into the quintessential California good-timesmobile. The versatility of the new Pulsar is amazing. It starts life as a hatchback, but can be easily turned into a quasi-convertible, mini-pickup, or station wagon. Best of all, it offers a road competence far advanced from its former iteration. It finished a very respectable 5th in our objective handling tests.

Handling prowess was a benefit that our testers mentioned most about the car. Suspension in the front-drive Pulsar is independent strut-type all around with anti-roll bars front and rear. "It's fun to drive because its handling is forgiving," wrote one of our judges. The removable T-tops also added a fun-to-drive element. "Okay, I'm a sucker for a convertible," another said, "but this thing is fun."

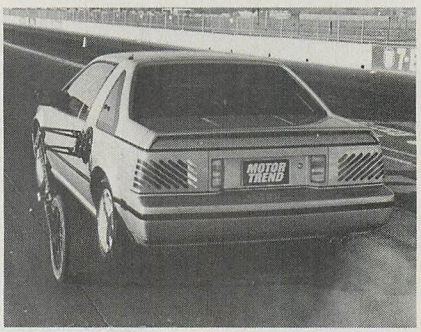
Criticism centered around somewhat lackluster placement of some of the controls (the radio volume knob, for example, is buried behind the shift lever) and the relative lack of power. The DOHC 4-valve 1.6-liter 4-cylinder produces 113 hp, not bad, but the car is a bit heavy for its length at 2620 lb. The car we tested also had an unfortunate habit of tumbling out of 3rd gear. None of this stood in the way of discerning the new Pulsar's fun potential, however.

6th Place
Volkswagen Fox

Like the Subaru Justy, the Volkswagen Fox is aiming at the low end of the market, the man or woman ready to pony up for his/her first new car. Therefore, one of the remarkable aspects of the Fox is its price—base of $5690 and its as-tested price of $7040 for the 4-door sedan. Equally remarkable is the raft of standard features the buyer gets for his money.

In virtually all areas—acceleration, handling, comfort, equipment—the Fox comes off as far more than just another economy car. In the engine compartment is the self-same 1.8-liter four that motivates the Golf, which means the Fox isn't starved for power. The interior is well appointed in the Volkswagen tradition—plenty of high-quality cloth and intelligently situated instruments and controls.

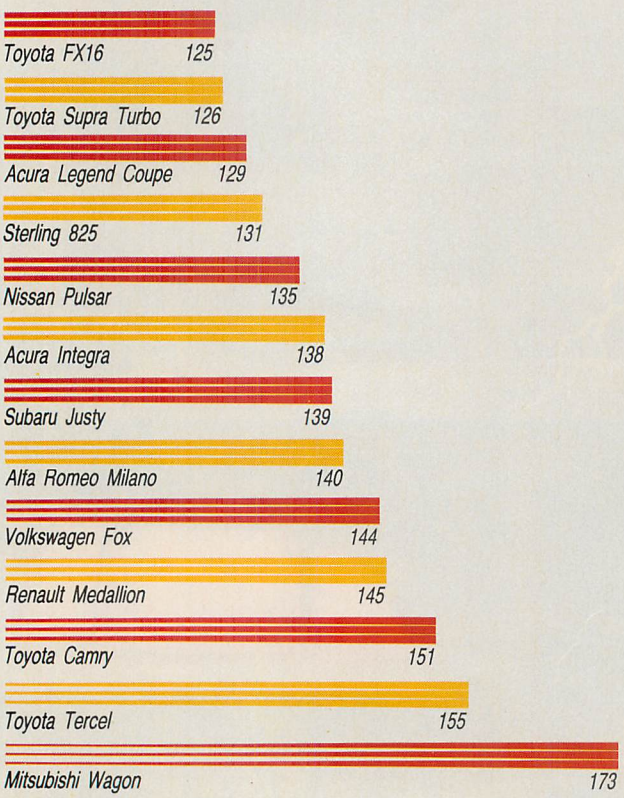
With so much to like about the Fox, the major criticisms centered around its handling characteristics in hard-charge mode and its lack of a 5th gear. The Fox was definitely suspension-tuned with ride quality in mind. Thus, it rolls and pitches when



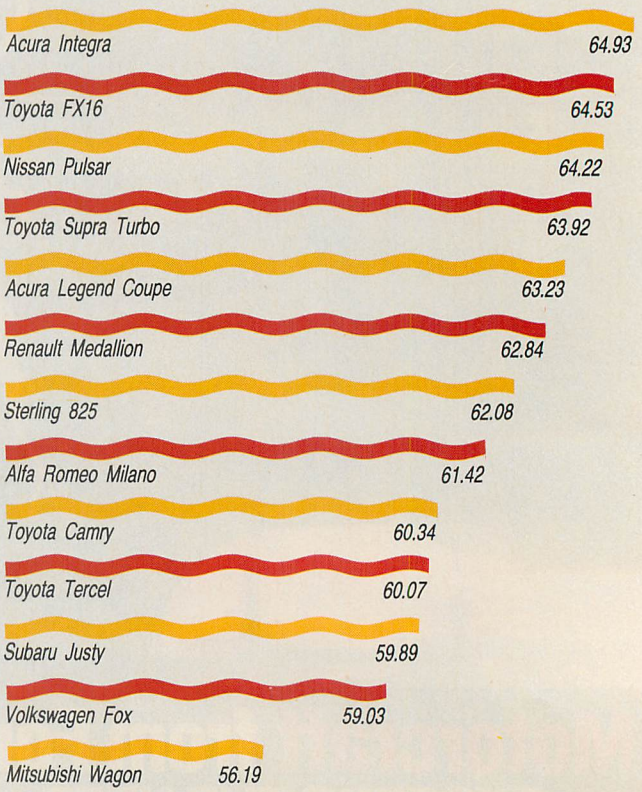
Nissan Pulsar

Volkswagen Fox

Braking in Feet (60-0 mph)



Slalom in Miles per Hour



pushed, and, unfortunately, the heavy steering does little to help. That combination was the reason the car ended up near the bottom in the slalom competition. A 5th cog would prove helpful to both fuel economy and performance by narrowing the wide gaps now present in the trans. These quibbles, however, didn't overshadow the VW Fox's "good value for the money."

5th Place
Sterling 825

Interested in a luxury car from across the seas? You'd be well advised to look at the Sterling 825, which comes to us out of Rover Group by Honda, as they say in horse racing. The 825 offers true luxury and style at a price that won't curl your hair.

Most of our judges had nothing but praise for the Sterling. "The interior is exquisite," commented one tester, "build quality is good, coloring easy on the eye, and the pleated leather interior sumptuous, with a Jaguar touch." "Its styling has more character than the Legend sedan," wrote another, "and I love the power rear seats—what oneupsmanship!" Handling also drew kudos. "The Sterling is taut in the corners, but it doesn't beat you up on the freeway or around town," one judge said.

The tiny bit of negativity came over the engine's lack of low-end pulling power. Several testers noted weakness down low, but also praised the engine's abilities once it got its lungs at 4200 rpm or so. Since the Honda-built 2.5-liter V-6 engine uses a 4-valve configuration, these comments weren't surprising. In essence, the Sterling proved to be a very strong entry from Jolly Olde. Welcome back!

Sterling 825

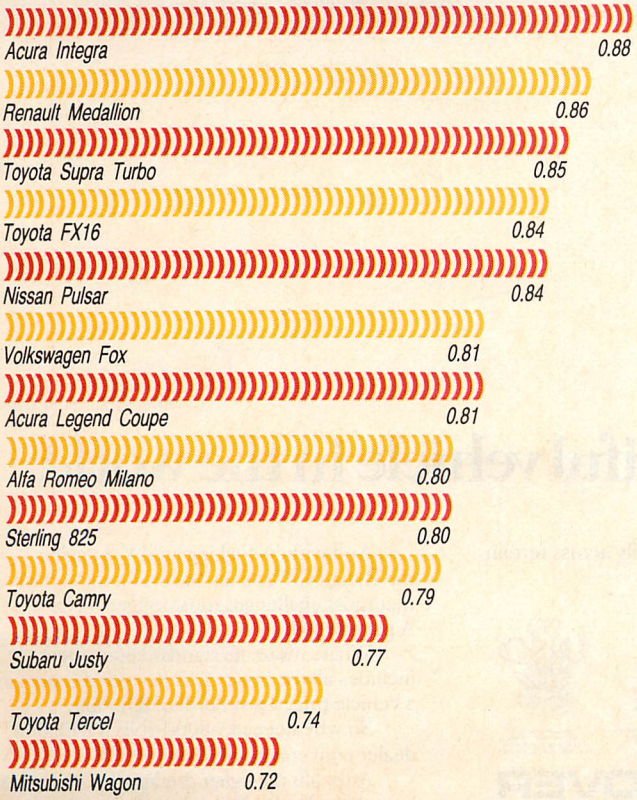
4th Place
Toyota FX16

The term "pocket rocket" is overused since it falls so trippingly off the tongue, but it's right on the money as a description of the Toyota FX16. This 3-door hatchback is one sporty little number.

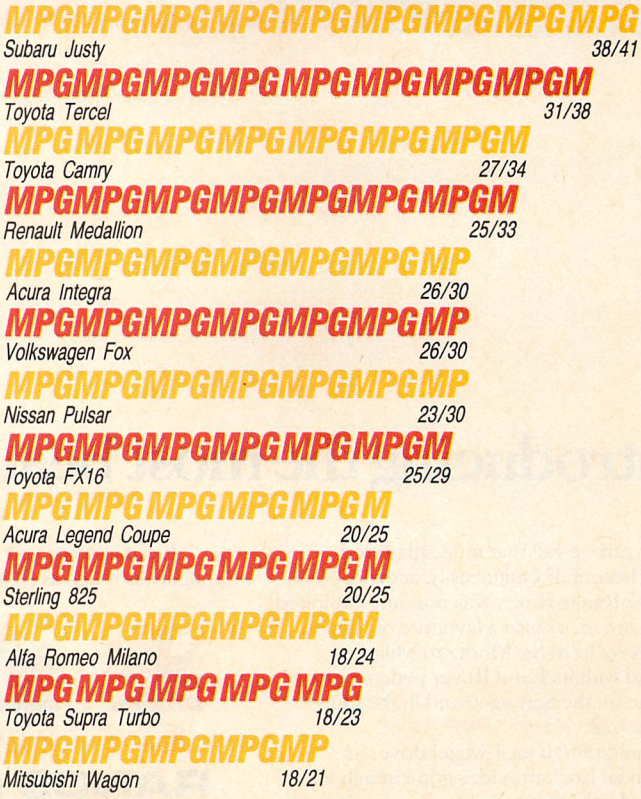
It was sporty enough, in fact, to capture overall handling honors in our objective testing. On the road, the car proved just as good. "Suspension movements are clearly communicated, so the high limits are easy to perceive," wrote one tester. The steering, gearshift, and brakes all came in for praise from our judging panel. And the engine? "Delightful," wrote a tester about the 1.6-liter 4-valve 4-cylinder, "it pulls sweetly from 2000 to 7000 rpm."

Beyond the sporty nature of the car, there was also quite a bit of praise for its looks and utility. The

Lateral Acceleration in Gs



Fuel Economy in Miles per Gallon (City/Hwy.)



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RANGE ROVER

And with its fuel injected V-8 engine, the Range Rover even excels on the surface that most challenges most rugged 4x4s: A paved road.

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After all, the uglier driving gets, the more beautiful a Range Rover becomes.

hatchback can swallow up four full-size adults or two adults and giant loads of cargo. The side-hugging sport seats were labeled "instantly comfortable," and the grippy steering wheel and comprehensive gauge package were lauded as well. The only criticism centered around the add-on nature of the rear spoiler. This made-in-America vehicle is a technical import by virtue of its high foreign content, and we predict big things for it here in the USA.

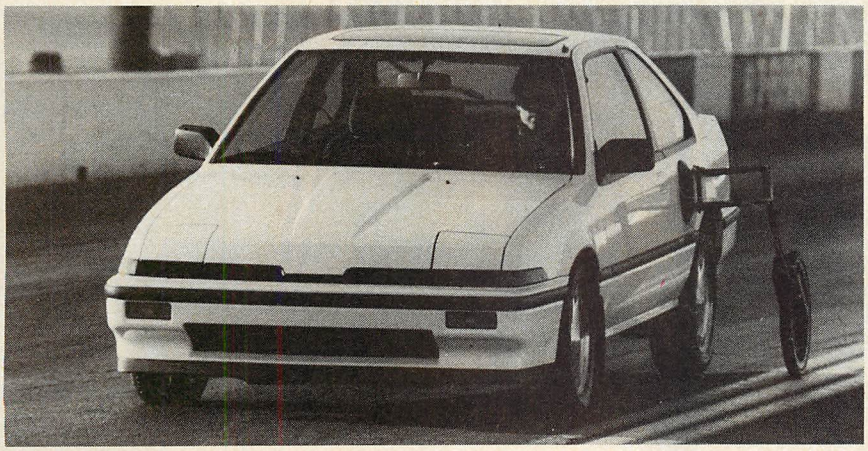
3rd Place Toyota Supra Turbo

If our award were the Performance Import of the Year rather than Import Car of the Year, the Toyota Supra in turbocharged form likely would have been the winner. After all, it won the acceleration testing hands down and finished a close 2nd in overall handling, with exceptional braking results and good skidpad numbers.

Certainly, there's a lot to like about the Supra Turbo, and not just straightline speed or the ability of its anti-lock binders to pull it down to a short, safe stop. This is a true driver's car, rewarding to virtuosos who will push but not overextend its limits. The intercooled, turbocharged inline six is strong, but perhaps a bit peaky. The interior is palatial for two, but the rear seats are for wee ones only. Most of all, because of its size, it can feel like a handful. A couple of our testers noted difficulty in placing the car accurately in a corner and mentioned some definite drop-throttle oversteer characteristics. On the other hand, the seats are excellent, the instruments are complete, and there is standard equipment aplenty.

Despite a few nits, we came away from the Supra Turbo with a new respect. It's a lot of car for the money, and very likely one of the best grand tourers on the market today.

Toyota FX16



Acura Integra

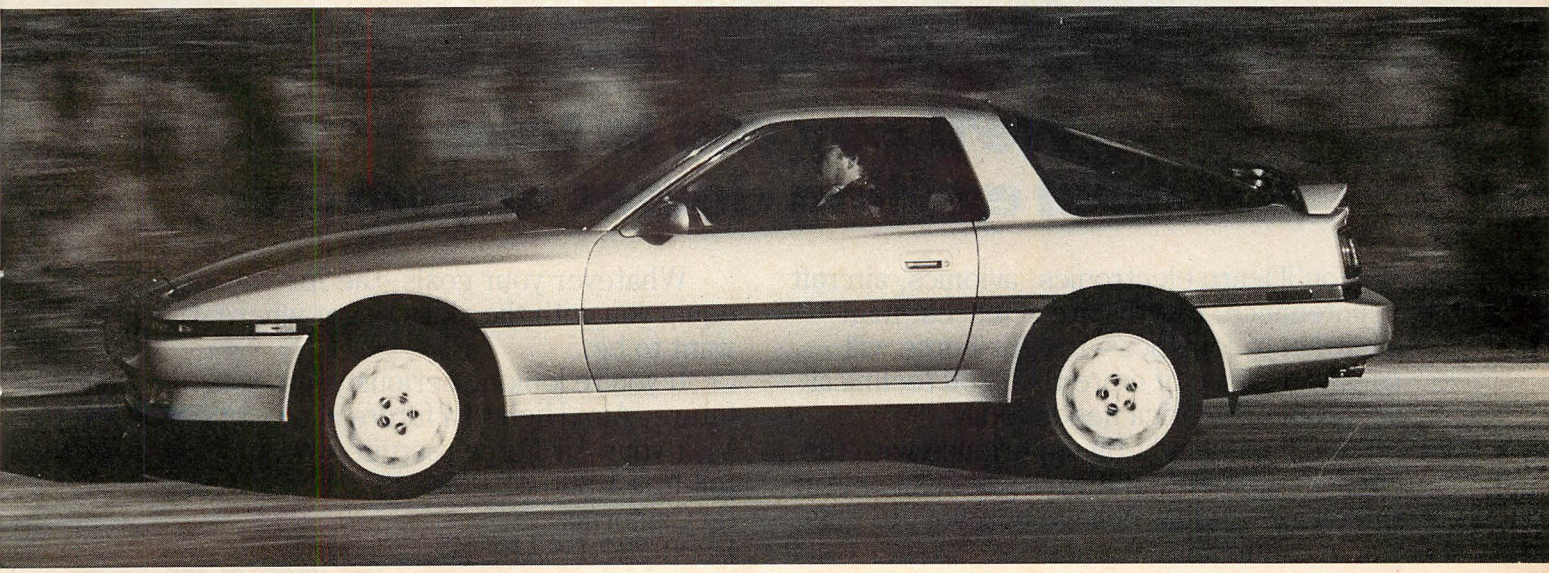
2nd Place Acura Integra

The Acura name is new to our Import Car of the Year competition, but its parent company, Honda, is certainly not. Long known for producing small, relatively inexpensive, jewel-like autos, Honda is now going upscale with its Acura line, and has filled its lineup with winning models.

The Integra is about the size of a Honda Civic sedan and is available in 3- and 5-door hatchback models, which bear more than a passing resemblance to their Honda brethren. We'd say that's good, since Honda has a reputation for clean, simply designed vehicles. The reputation carries over to the interior of the Integra, which we found to be an ergonomic joy—everything in the right place and easy to use.

Even with 113 hp emanating from its 1.6-liter DOHC 4-valve engine, the Integra doesn't seem quite as hair-trigger quick as the FX16, but many of our judges found it more "user-friendly." The Integra copped 2nd-place finishes in ride and drive, chassis dynamics, and styling and design. Furthermore, it was numero uno in the important dollar value category.

Frankly, there wasn't much about the Integra we didn't like. Some



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AIR FORCE

claimed that its low end is a tad weak and that its hatchback treatment is a bit awkward, but none of us would disagree that it's one fine car.

1st Place Acura Legend Coupe

There has been a decided turn upscale in the automotive market over the last few years. For one thing, auto manufacturers have noticed that well-to-do people have a lot of money. For another, the Yuppie boom means that many of us are cashing bigger paychecks these days.

All this has not been lost on Honda Motor Company, long the bastion of the entry-level Yuppiemobile. In its infinite wisdom, Honda has decided it doesn't want those high achievers running off to buy BMWs when their ship comes in, so in the Acura Legend Coupe, it has created a worthy model for three-piece-suiters to aspire to.

Let's face it, the Legend Coupe has the goods. It looks great, winning our styling and design category. It handles great, winning our ride-and-drive and chassis dynamics categories. It feels great, winning our comfort and convenience category. And it's built great, winning our quality control category.

Our judges, naturally, had very positive things to say about the car. "The exterior styling is tasteful," wrote one. "I particularly like the 635CSi-style roofline." "The engine is delightfully smooth," said another judge. "Though there's a slight lack of mid-range torque, power delivery is effortless and the engine comes alive over 3500 rpm."

SCORING	Styling & Design	Quality Control	Comfort & Convenience	Ride & Drive	Chassis Dynamics	Acceleration	Handling	Fuel Economy	Dollar Value	Grand Totals
Acura Legend Coupe	1 691.0	1 665.8	1 635.3	1 675.7	1 674.6	2 712.3	4 774.0	9 454.4	2 646.5	1 5929.6
Acura Integra	2 665.3	4 635.4	3 606.7	2 668.7	2 666.9	6 628.7	3 774.9	5 566.4	1 655.5	2 5868.5
Toyota Supra Turbo	5 610.5	3 639.2	4 599.8	4 652.6	4 656.9	1 800.0	2 789.3	12 413.9	7 559.0	3 5721.2
Toyota FX16	4 620.5	7 596.2	6 581.2	3 653.6	3 663.3	4 638.9	1 792.4	7 546.1	5 598.0	4 5690.2
Sterling 825	3 636.5	2 653.4	2 621.1	5 640.1	5 630.3	3 662.1	6 764.3	9 454.4	4 613.5	5 5675.7
Volkswagen Fox	9 578.5	5 606.6	7 573.2	10 559.7	11 530.1	9 591.5	10 730.5	5 566.4	3 633.5	6 5370.0
Nissan Pulsar	7 586.0	10 561.8	9 556.8	9 569.3	6 614.4	8 607.4	5 770.8	8 534.8	9 552.5	7 5353.8
Toyota Camry	10 558.8	9 579.0	10 548.3	8 579.1	10 537.1	7 619.5	11 722.1	3 615.9	6 568.5	8 5328.3
Renault Medallion	7 586.0	11 552.4	8 565.5	12 538.0	8 580.4	10 587.7	7 751.5	4 585.1	10 551.5	9 5298.1
Toyota Tercel	11 540.8	8 581.0	11 520.8	11 540.0	12 509.1	12 565.0	12 706.5	2 697.0	11 532.5	10 5192.7
Subaru Justy	12 518.0	12 551.4	13 518.3	13 521.3	13 479.3	11 565.1	9 735.1	1 800.0	13 476.5	11 5165.0
Mitsubishi Wagon	6 592.0	6 599.0	5 585.8	7 582.3	9 554.3	13 519.6	13 665.2	13 394.4	8 554.5	12 5047.1
Alfa Romeo Milano	13 488.0	13 547.8	12 519.8	6 583.1	7 604.6	5 636.0	8 745.3	11 423.6	12 477.0	13 5025.2

Consider Buick. Not because it's perfect. But because it's so good at the things that really count.

Buick Park Avenue

The perfect automobile has yet to be built. But Buick has been working hard over the years on the things that count. For example . . .

Long trips

If you want to find out how good your car really is, take it on a long trip. The Buick Park Avenue seats provide solid support with real comfort. The interior is quiet, with minimal wind or road noise. It even has an automatic load leveling system in the suspension to keep you on an even keel.

Buick takes pride in the way

our owners feel about us at the end of a long day's drive. One trip in a Park Avenue should tell you why.

At rush hour

Anyone who says he can make a traffic jam enjoyable hasn't been in one. But there are ways to make it acceptable. The Buick Park Avenue has sumptuous velour upholstery in the seating areas, air conditioning, tilt steering column, even a seek and scan Delco ETR AM-FM stereo sound system with clock. (And there are other available systems that range all the way up to mind-boggling.)

It's all there to make sure you can continue smiling, even when you're stuck at a standstill.

In awful weather

When the weather is grim, your automobile ought to shine. It should start quickly and easily and reliably, the way you expect with a Buick. Solid-state sensors that "feel" the state of the engine and the weather and adjust ignition timing, fuel mixture and other functions are there to make Park Avenue that kind of automobile.

Naturally, Park Avenue is built to keep you warm, dry and in command, no matter what's going on outside. There's even an electronic anti-lock braking system available to help make stopping smooth and controlled, even in rain or snow. It's all there to make Park Avenue a fine place to be when the outside is not.

On rough roads

Some of the things you do not want when you're traveling on rough roads are rattles, squeaks, jounces and that disconcerting feeling that your suspension is adrift on the bumps like a small boat in a heavy sea. Park Avenue is built to resist all that, with body panels that are robot-welded to such close tolerances that they are measured with a laser beam. With intelligently placed sound deadening material and compressible spacers to isolate jolts and noise. And its fully independent suspension smooths out bumps while keeping all four tires in maximum contact for control.

Buckle up and see your Buick dealer for a test drive in a new Park Avenue.

For more information, a brochure or a test drive, call 1-800-87-BUICK (1-800-872-8425).

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Where better really matters.

BUICK

1987 Import Car of the Year

The Winner

Honda is certainly no stranger to the *Motor Trend* Import Car of the Year award. The Honda Civic was the winner in 1980, and the Honda Civic CRX turned the trick in 1984. Now, in the first full year of its existence, the new Acura division of Honda has captured the award again with the Legend Coupe.

The luxury 2-door is more performance-oriented than its 4-door sistership. That performance orientation starts under the hood with the enlarged 2.7-liter version of the sedan's 4-valve V-6. The engine uses Honda-designed electronic engine controls and a unique SOHC/rocker arm arrangement to produce 161 hp at 5900 rpm and 162 lb ft of torque at 4500 rpm. Despite the car's relatively large size, it still offers excellent fuel economy—20 mpg city and 25 mpg highway.

Performance extends to the Legend Coupe's suspension design—independent double wishbone front and rear. This race-proven suspension arrangement allows the Coupe to give sports-car handling while retaining a smooth ride.

The Legend Coupe also offers state-of-the-art brakes. Using an anti-lock braking system of its own design, the Legend's vented front and solid rear discs give short, fade-free stops time after time.

The Coupe's interior echoes Honda's well-known reputation for ergonomic superiority, with a new emphasis on comfort and luxury. The electrically adjustable leather seats are almost sinful, and the easy-to-operate electronic temperature control keeps things comfy in the cabin. Of course, a premium sound system and full gauges are part of the package. Because of its high level of standard equipment, the option list on the Legend Coupe is minimal, yet it's priced thousands of dollars lower than comparable European-built vehicles.

We at *Motor Trend* would like to extend our sincere congratulations to the men and women at Honda and Acura who have been instrumental in bringing this car to market. We wish them great success, with confidence that they've already earned it. MT

It doesn't take any 批評 from anyone.

It won't stand for any guff from 300ZX. Or RX-7.

Introducing Conquest TSi, the new turbo sport coupe designed and built by Mitsubishi in Japan.

With a turbocharged, intercooled, fuel-injected 2.6 liter overhead cam powerplant, close-ratio five-speed transmission and up front, MacPherson-type suspension. Plus front and rear stabilizer bars and oversize disc brakes with an advanced anti-lock rear brake system.

	ACCELERATION 0-50	BRAKING 60-0	SLALOM	CORNERING
300ZX	6.32 secs.	146.43 ft.	6.32 secs.	.818g's
RX-7	5.67 secs.	143.11 ft.	6.33 secs.	.831g's
CONQUEST TSi	5.49 secs.	137.13 ft.	6.18 secs.	.847g's

*Overall results of official U.S.A.C. tests vs. standard equipped 1986 TSi, 300ZX with V-6 and RX-7 with rotary engine.

All of which help explain why it beat 300ZX and RX-7 so convincingly in four separate performance categories.*

The profile?

Lean and low with fenders flared to accommodate massive 16″ speed-rated radials.

And inside, there's advanced electronic wizardry, driver oriented ergonomics and outstanding creature comforts.

The TSi is one of two Conquest models built in limited numbers and imported for Chrysler.

So test drive one soon.

And feel the sheer exhilaration of a creature that moves like greased 雷鳴と稲妻.

Conquest

Conquest is built by Mitsubishi Motors Corp. and sold exclusively at Chrysler dealers.

Buckle up for safety.

Chrysler
Division of Chrysler Motors

Regal GNX

The baddest Buick yet

by Ron Grable

PHOTOGRAPHY BY VIC HUBER

If the term "Woodward Avenue" stirs memories of clandestine street racing for you, you're probably a candidate for the latest vehicle from the boys at Buick. Last year, they gave us the Grand National Regal: lots of turbocharged power, big, wide tires, 4-speed automatic trans (to keep the turbo spooled up), and the obligatory street-racer styling.

And did it have serious acceleration credentials: low sixes to 60, and quarter miles in the low 14s. It was the highest-horsepower car sold by General Motors in 1986 (slightly higher than even the Corvette), the "little" 3.8-liter V-6 cranking out a whopping 330 lb-ft of torque—enough to take care of most anything in the other lane at the stoplight wars.

Not one to rest on its laurels, Buick division is cooking up an even faster version of the Grand National Regal to be called the GNX. And this one should be *faaaast*.

We were offered a drive in "the" preproduction GNX at GM's desert proving grounds, in anticipation of the possibility of the project being approved for 1987 production. Naturally, we accepted the chance for a drive, and used the opportunity to talk to the various engineers in charge of putting it all together. It's an interesting concept.

From a styling standpoint, the GNX version differs from its predecessor in detail. All chrome has now been deleted, with the exception of the badge on the lower right grille; larger fender flares have been added (required) to clear the larger tires; and a funky rectangular 4-holer "porthole" has been added to each fender. With the big, fat Goodyears filling up the fenderwells, the GNX looks aggressive indeed, especially in black. At present, we don't know what other colors will (?) be offered, but for our tastes, this car should only be black.

The interior is pretty much carryover from '86, with the exception of the instrument panel. Buick has responded to the complaints regarding the '86 instrument layout, an ineffectual LED strip tachometer and boost gauge in a totally mundane instrument cluster. The GNX IP features readable white-on-black, round, Stewart Warner gauges for all functions including tachometer and boost—all reminiscent of a good specialty-built street-rod. The thick, leather-wrapped three-spoke steering wheel fits well, but the same cannot be said for the seats. They are adequate for straight-ahead work, but not so good at providing needed lateral support. This car accelerates hard enough to get into triple-digit speeds *right now*. In such situations, the driver needs to devote all his attention to the job at hand, and shouldn't be required to hang onto the steering wheel to stay upright—that's the function of the seat. Please, Mr. Buickman, a killer seat for a killer car.

The real heart of this Buick beats

This car accelerates hard enough to get into triple-digit speeds *right now*

and torque for '87. The '86 GN Regal had a strong tendency to lift up its skirts and dance if everything wasn't done just right under hard acceleration or braking. This is basically a function of the high unsprung mass of the differential and axle, reacting vertically to the huge torque inputs. For the GNX, Buick has come up with a "ladder-bar" torque-control longitudinal link, which feeds the driving and braking torque into the chassis and keeps the axle in its proper location longitudinally. A Panhard rod has been used to locate the axle laterally. Work at the desert proving grounds on spring rates and shock valving—to date—has shown an improvement in axle control (and, coincidentally, in ride comfort) with lower spring rates and softer valving.

Filling up the GNX's new fenderwells was left to the people at Goodyear, and they didn't disappoint. The GNX comes with 255/50VR16 (same size as the Corvette) rear and 245/50VR16 front Eagle GTs. These tires are as good as they get, and do an admirable job dealing with an anxious driver with 400 lb-ft of torque under his right foot. It's still possible to send them up in smoke with improper use of the throttle, but a little intelligent modulation of the throttle allows the tires to hook up very well indeed.

When we finally got our chance to drive the prototype GNX at the desert proving grounds, we were disappointed to learn that, the morning of our arrival, a small glitch had appeared in the electronics and the car wasn't quite up to its usual performance levels. The engineers felt that one of the cam or crank position sensors was sending erratic signals to the ECM, and, in the short amount of time available to us, they wouldn't be able to correct the problem.

We had been eager to instrument this beastie and had brought all our test gear along for that purpose, but decided to drive it under the existing circumstances anyway, so we would at least be able to establish some initial impressions. Even with the problem we described, the GNX easily managed low 14-sec quarter-mile stopwatch times. Launching was a walk in the park: shift lever in O/D, brakes locked up, throttle up to 5.0psi positive boost, release the brakes, and squeeze on full throttle, then sit back and watch the tach and speedo needles rocket around their gauges. The automatic O/D transmission shifts were perfect, with every shift right at redline. Too much boost at launch, and the rear brakes just get swamped with torque—immediate wheelspin—too little, and maximum acceleration doesn't happen; so the only critical part of the launch is to get the boost/brake/throttle coordinated.

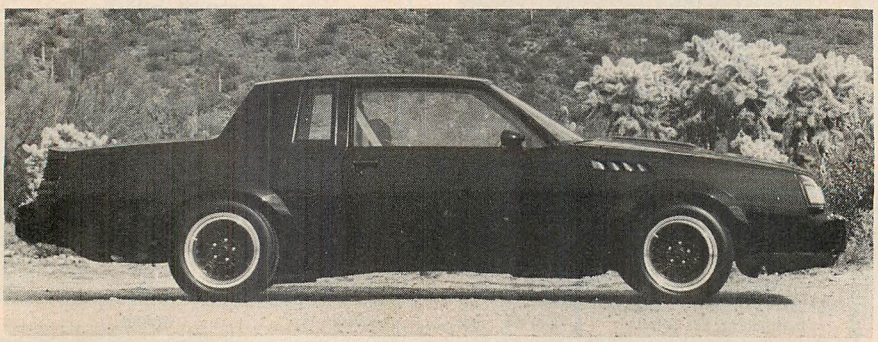
This is one hard-charging mutha. The Buick people claim 0-60 times in the mid 5-sec realm, with quarter miles coming up in the mid 13-sec bracket at over 100 mph. That's impressive performance (even allowing for a slight Buick fudge factor) for an EPA street-legal American sedan.

Its cornering manners are less impressive but, at least, predictable. Entering a corner faster than is prudent will get you a great deal of understeer; chopping the throttle off and jumping on the brake pedal doesn't alter the attitude of the car much, so unless you've *waaaay* overdone it, you can gather it back up. Rough or uneven surfaces still upset the rear axle, but that's simply an unalterable law of physics; essentially, this is a smooth-surface car.

So how do you buy one? As we go to press with this story, we get word from Buick that indeed the car will be offered in 1987, going on sale approximately mid-May. The exact procedure by which a prospective customer gets his hands on one is still a little vague, but it'll probably go something like this: You go to a Buick dealer and he'll lighten your load by 25 large ($25,000, but nobody ever said it'd be cheap), and send you to American Sunroof Corporation. ASC and McLaren engines (we told you racing technology was important) will joint-venture your car, with McLaren doing the engine, while ASC changes a plain-Jane Regal into your own personal fire-breathin', tire-smokin' black-on-black GNX.

It'll be worth the wait. MT

Leather-wrapped 3-spoke steering wheel and new analog gauges highlight the GNX interior.



Profile view emphasizes the total lack of brightwork for the '87 version of the hot-rod Regal.

TECH DATA

Buick GNX

POWERTRAIN

Vehicle configuration	Front engine, rear drive
Engine configuration	V-6, OHV, 2 valves/cylinder, turbocharged, intercooled
Displacement	3785 cc (231.0 cu in.)
Max. power (SAE net)	300 hp @ 4400 rpm
Max. torque (SAE net)	400 lb-ft @ 2400 rpm
Transmission	4-sp. auto., O/D
Final drive ratio	2.29:1

CHASSIS

Suspension, f/r	Independent/live axle
Brakes, f/r	Disc/drum, power assist
Steering	Recirculating ball, power assist
Wheels	16 x 8.0 in., alloy
Tires	245/50VR16 (front); 255/50VR16 (rear)

DIMENSIONS

Wheelbase	2746 mm (108.1 in.)
Overall length	5095 mm (200.6 in.)
Curb weight	1529.0 kg (3349 lb)
Fuel capacity	68.5 L (18.1 gal)

PERFORMANCE

Standing quarter mile	14.19 sec (est.)

Shelby Lancer

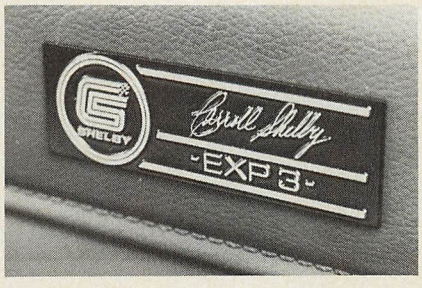
The latest in adult toys

by Rick Titus

PHOTOGRAPHY BY JIM BROWN

In just under a year, the newly formed Shelby Automobiles has given us the "Super Shoe Box," in the form of the amazingly ugly, but outstandingly rapid, Omni GLH-S, and the "Chargin' Charger—Book II" in the anti-climactic incarnation of the greatly improved Shelby Charger. Both are blazingly quick automotive hardware for the select few who only care about beating up nearly everything on the highway, with little concern for how beat up they themselves may be getting.

If these first two early projects did nothing else besides serve notice to the automotive community that Shelby meant it when he said, "This little motor (ChryCo's 2.2-liter four-banger) has the potential to kick a lot of fanny out there on the streets," they provided a solid adjustment period for Shelby's new assembly lines. Shelby has now introduced his version of the Dodge Turbo Lancer, and car buyers, seeking more than a nosebleed from stoplight to stoplight, now have a serious real-world American sedan to consider.



America's small "Euro-sedan" market is surprisingly weak from a manufacturing point of view. Pontiac's Grand Am has had that segment of the market nearly to itself, which is surprising considering that, up to now, the Grand Am has little more than Euro-sedan looks going for it. Selling in near-record numbers, the Grand Am is like Sylvester Stallone in boxing shorts. He might look the part, but don't ask him to fight a real contender.

Shelby's sights are aimed at a much smaller share of the market than the Grand Am now enjoys, as current plans call for 800 of the demon Lancers to be built. With Grand Am buyers lined up at Pontiac dealers, Shelby should have little trouble selling the full allotment in a hurry. Like the two Shelbyized products before it, the Shelby Lancer comes in just one color. For this line, it's red and, as luck would have it, a good color for the car.

Trimmed in all the required Euro-sedan spoilers, airdams, and side skirts, the Shelby Lancer looks very much the part. Graphics are tasteful, with the word Intercooler adorning the front spoiler valance on both sides, and Shelby LANCER on the lower panel of both front doors. Black-out trim, driving lights, a half-inch-lower ride height, Shelby CSS+VR 15 x 6.5-in. alloy wheels, and a set of Goodyear's wicked-look-

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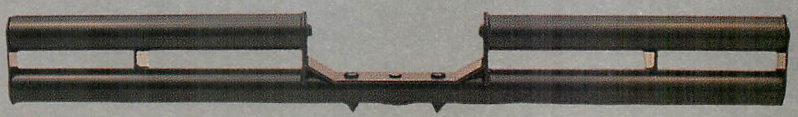
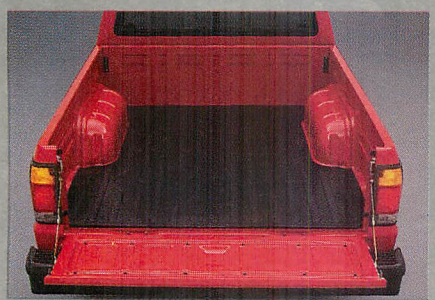


Rear Tube Bumper. Adds a sporty appearance as well as rugged practicality. Twin tubes of heavy-gauge steel provide step-up convenience and also protect the paint from damage by underbrush, rocks, and other off-road hazards. Finished in matte black.



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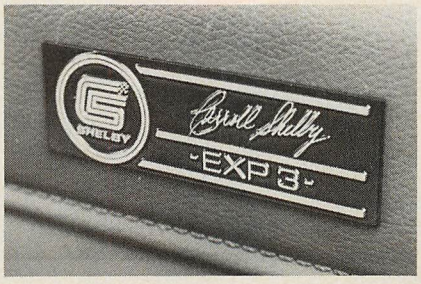

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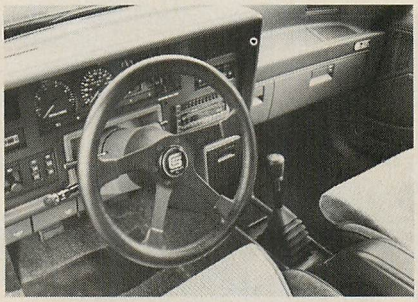
ing 205/60VR15 Gatorbacks all serve to give the Shelby Lancer a purposeful stance. Fellow highwayites are quick to notice, and even quicker to acknowledge, their approval of the Lancer's external appeal.

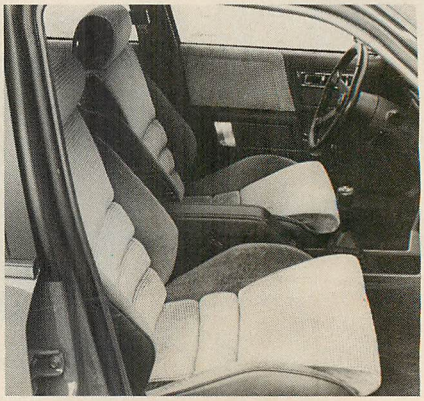
Shelby has once again pressed into service his version of the Turbo Intercooled 2.2-liter Chrysler 4-cylinder, labeled the Turbo II. Shelby mods include a highly developed intake plenum chamber, a larger watercooled turbo and fuel injectors, plus a reprogrammed logic computer. The outcome is 29 hp more for a total of 175 with 175 lb-ft of torque throughout a broader rpm range. Hooked to Chrysler's close-ratio 5-speed transmission, the power curve feels a tad flat on the bottom. Hard 5th-gear accels serve to emphasize the point. This same engine, as used in the "hell-bent for leather" Omni GLH-S, is a real barn burner. However, its behavior here is a bit more subdued given the extra 600 lb it has to carry around.

The Shelby Lancer is for buyers seeking more than a nosebleed from stoplight to stoplight

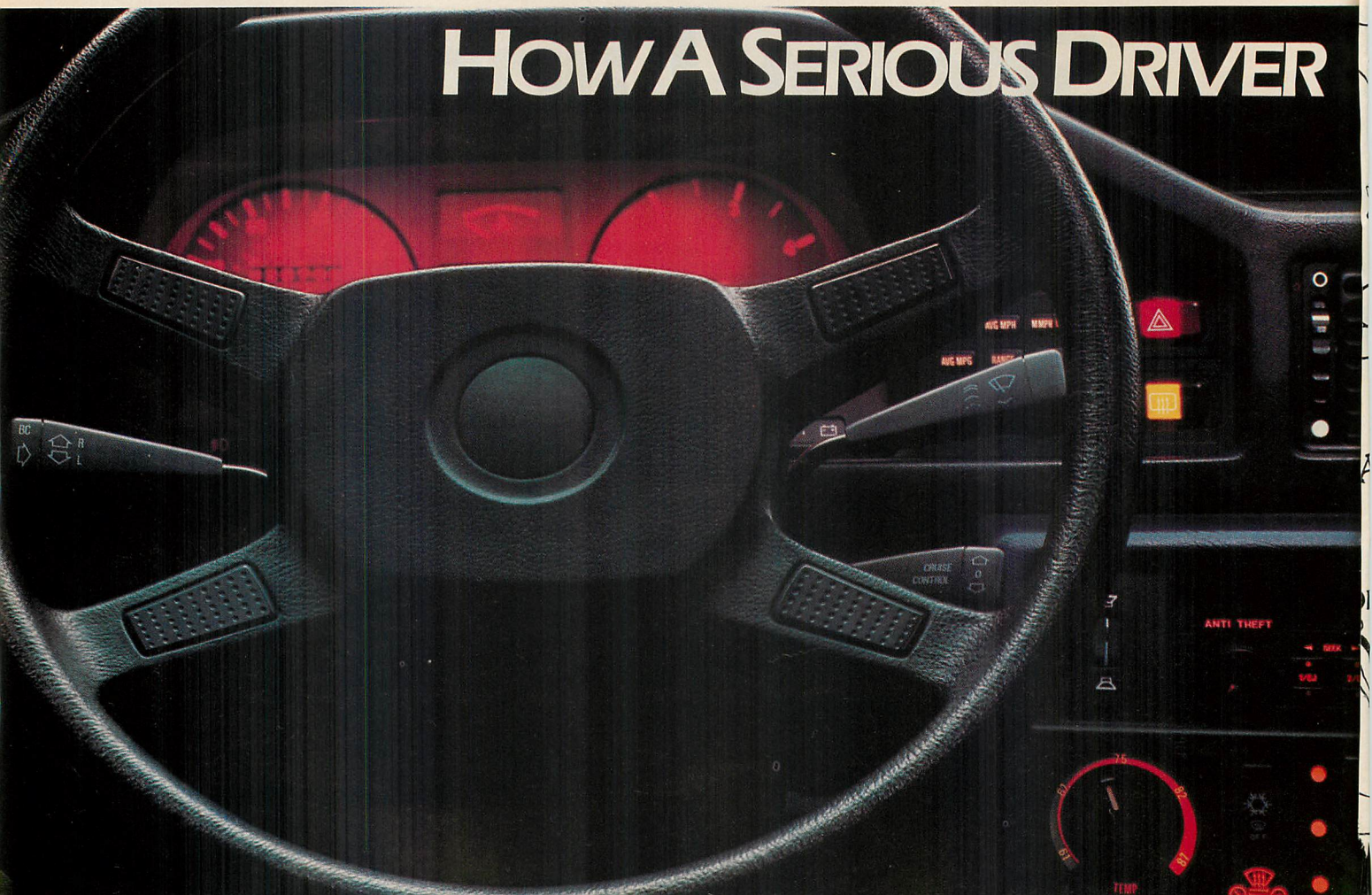
Never big fans of the little engine's rough idle and noisy acceleration, we have come to appreciate its willingness to produce reliable horsepower. In Shelby tune, it becomes a driver's motor, requiring you to stay well-placed to the powerband if indeed you should need to call up for more steam. The Lancer's slow, notchy, and indirect shift linkage can kill enough time between shifts to put you well under the power curve. It can be mastered, but it cries out for Shelby improvement.

Not unlike the Grand Am, walking up to the Shelby Lancer *tends to* plant seeds of anticipation. And,





Besides its special interior trim and custom steering wheel, Shelby's latest effort gets a high-line Pioneer Supertuner III stereo system with CD player.



much like the Grand Am, sitting inside tends to kill a few of those seeds right off. From an enthusiast's point of view, this Chrysler's interior leaves you wanting more. Functional, to be sure, it takes a little getting used to. Even at that, a Euro-sedan it's not. The leather-wrapped Shelby-signature steering wheel is the first confirmation that the upcoming ride may, in fact, be worth taking. Although the wheel's smaller diameter blocks out the top of the oil pressure and water temperature gauges, as well as midpoints of the tach (as viewed from our 5 ft 8 frame), it is quite comfortable.

The biggest improvement to the Lancer's interior comes in the form of Pioneer's Supertuner III AM/FM stereo/compact disc player. With a nine-band equalizer, two power amps, 10-way speaker system, remote tuner, and security coding, it looms a bigger hot-rod than the engine. With enough volume to remove all the Lancer's glass, the system proved a big hit among the staff, one member of which couldn't resist the urge to leave the unit turned full up, waiting for the next innocent victim to turn the key. That person's hearing should be fully restored in about six months.

However, authentic Euro-sedans are not made of trick stereos alone. The good news is Carroll Shelby knows that. The platform he's sticking his limited-edition serial number on is more than just the whistles and bells. It's a fully loaded package that includes six-way-adjustable power seats, power mirrors, windows, and door locks, full instrumentation (sans a turbo boost gauge, oddly enough), air conditioning, overhead storage, and a light panel that has a built-in outside temp indicator and digital compass. Carpets and seat and door

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The Shelby Lancer has room for five, can carry lumber, and flat outruns cars costing twice as much

panel fabrics are all upgraded, as are the tinted windows, rear window defogger, stainless-steel exhaust system, tilt steering wheel (yes, we tried moving it to help clear the gauges), and driver-side-mounted dead pedal. All this comes as standard.

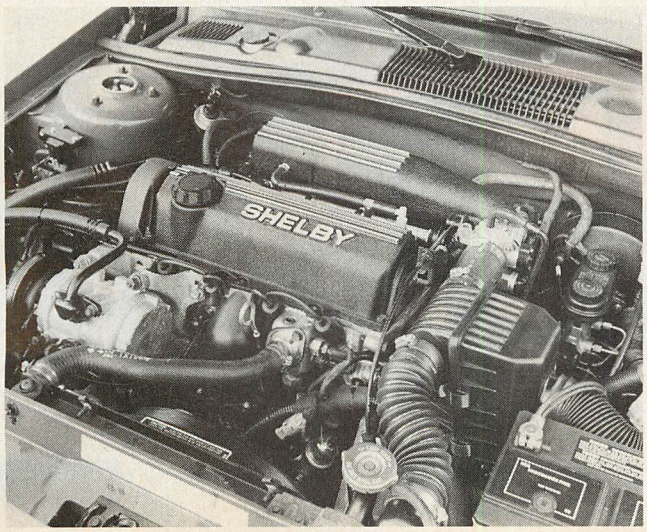
From there, Shelby adds rear disc brakes, a larger-diameter rear anti-roll bar, Monroe Formula GP gas sport struts, Sport coil springs, and a close-tolerance front-end alignment (are you listening Pontiac?). Add to that the Turbo II engine package, and the Lancer gains 51 lb over stock trim, 50 of which is meaningful hardware. Little wonder this thing will put the Grand Am in the weeds. And, it bears mentioning, for the same *price!*

As with any Euro-sedan, it's on the open road where the car must prove itself. It's here the Shelby Lancer comes to life. Flatfooted, its quick-ratio power-assisted rack-and-pinion steering points the Lancer with marksman-like aim. The required steering wheel input is light, with excellent feedback. Chrysler's less than Recaro-like seats support and brace quite well, proving a great deal more comfortable than first anticipated. The Lancer's large greenhouse design affords excellent outward visibility. The driver, steering wheel/pedal/shifter relationship is good, however, the radio is out of comfortable reach.

From the driver's side, overall ride harshness is acceptable, though several passengers felt is was on the edge of too stiff. Uneven or bumpy road surfaces don't produce any tramping from the tires, even under hard acceleration. Some torque-steer is evident on hard throttle. With a lateral acceleration figure of 0.85 g, the Shelby Lancer takes its place in the roadholder's hall of fame. Fantastic transitional behavior is only accented by the Lancer's ability to tackle long sweeping bends, something that reduces most front-wheel-drives to sheer masses of understeer. Excellent brakes are the Shelby Lancer's other strong suit.

The overall driveability of the Shelby Lancer sags a touch in town, where its greater weight shows up, but this is offset by strong acceleration performance once the Turbo II engine gets it lungs. Freeway cruising in 5th gear at the national legal 55 mph fixes the tach needle at 2000 rpm, making any acceleration demands either a great act of patience or a downshift, at which point the Lancer leaps into action. We felt a small vibration under our throttle foot during cruising speeds, the only giveaway that there's an engine laboring up there.

All controls, except the shifter, work smoothly and with little effort. Chrysler, the king of such details, installs an in-dash, hideaway, dual cup holder that works like a champ. There's plenty of storage space, including a station wagon-sized rear storage area. In total, it's an extremely well-rounded package for the buyer/driver who intends to live with this car on a day-to-day basis. It has room for five, can carry lumber, and flat outruns cars costing twice as much—and all of that in high-line, ear-piercing comfort. Sad part is, only 800 people are going to be lucky enough to own one. Which brings us to the only mistake we think Carroll Shelby is making with the Shelby Lancer. He's not planning to build enough of them. MT



Heart of the Shelby Lancer is the workhorse 2.2-liter Turbo II powerplant. Fitted with a revised intake plenum, intercooler, larger T-charger, and a revised computer chip, it makes 175 hp and 175 lb-ft of torque.

TECH DATA

Shelby Lancer

POWERTRAIN

Vehicle configuration	Front engine, front drive
Engine configuration	L-4, SOHC, 2 valves/cylinder, turbocharged, intercooled
Displacement	2213 cc (135.0 cu in.)
Max. power (SAE net)	175 hp @ 5300 rpm
Max. torque (SAE net)	175 lb-ft @ 3700 rpm
Transmission	5-sp. man.
Final drive ratio	3.56:1

CHASSIS

Suspension, f/r	Independent/independent
Brakes, f/r	Disc/disc
Steering	Rack and pinion, power assist
Wheels	15 x 6.5 in., alloy
Tires	205/60VR15

DIMENSIONS

Wheelbase	2618 mm (103.1 in.)
Overall length	4582 mm (180.4 in.)
Curb weight	1313 kg (2895 lb)
Fuel capacity	52.9 L (14.0 gal)

PERFORMANCE

Acceleration, 0-60	7.70 sec
Standing quarter mile	15.70 sec/89.0 mph
Braking, 60-0	139 ft
Lateral acceleration	0.85 g
EPA fuel economy (city/hwy.)	19/29 mpg

BASE PRICE	$16,995
PRICE AS TESTED	$16,995

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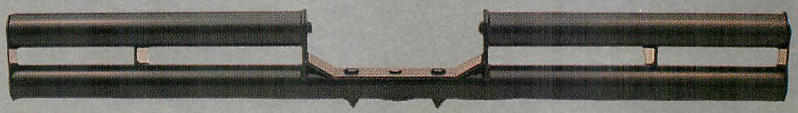
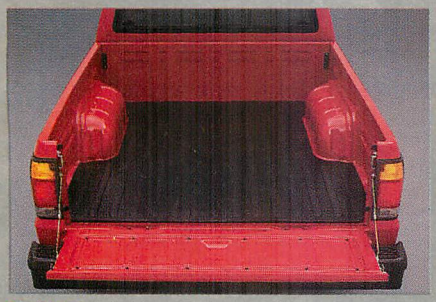


Rear Tube Bumper. Adds a sporty appearance as well as rugged practicality. Twin tubes of heavy-gauge steel provide step-up convenience and also protect the paint from damage by underbrush, rocks, and other off-road hazards. Finished in matte black.



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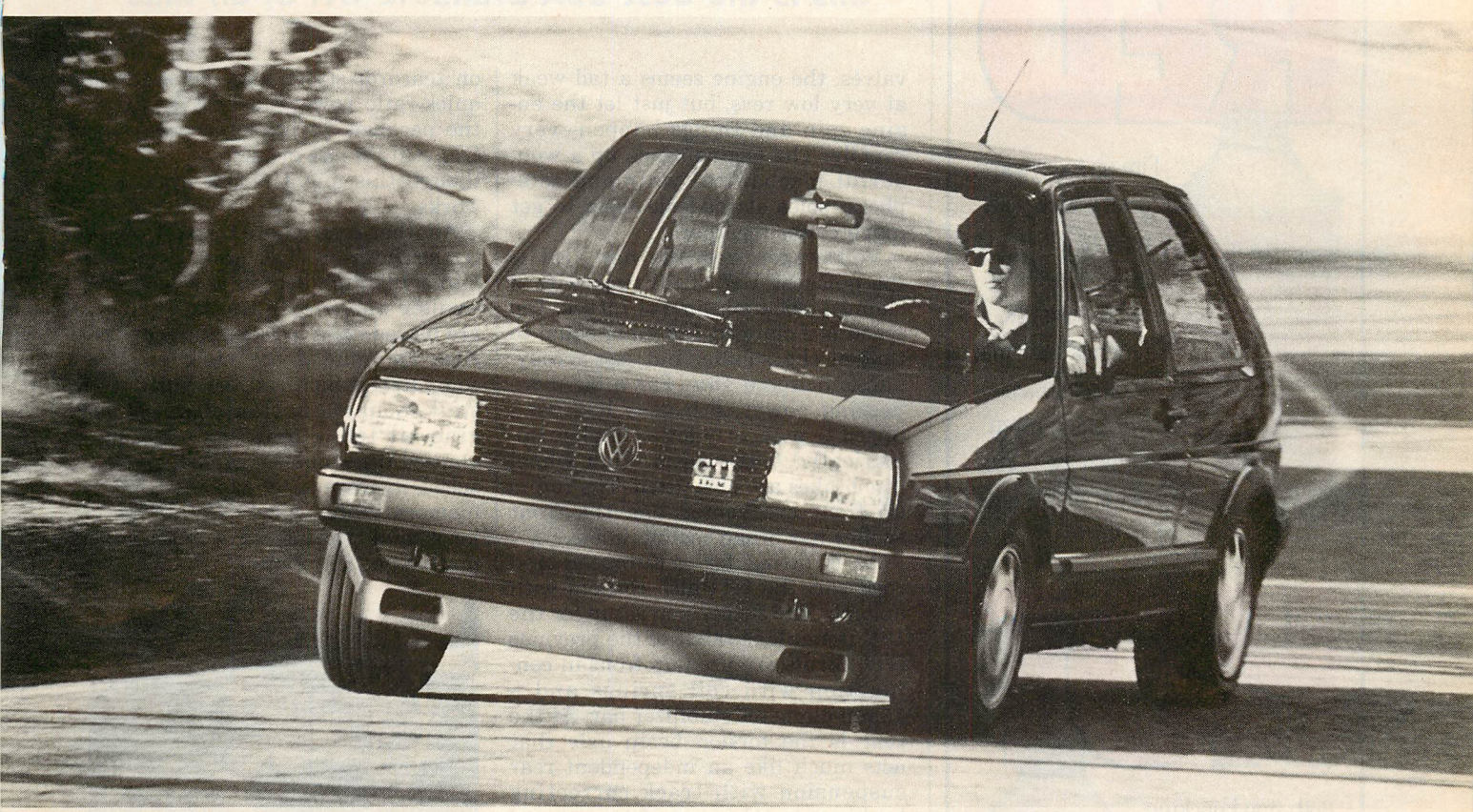

Volkswagen GTI 16V

Presenting Wolfsburg's sweet little 16

by Jack R. Nerad

PHOTOGRAPHY BY JIM BROWN

Four years ago, Volkswagen began offering U.S. buyers the GTI, a somewhat milder version of the little screamer VW had sent scurrying about Europe since the late '70s. Over here, as over there, the GTI proved a fantastic success, returning VW from an almost moribund status to a new prominence as a builder of cult cars. With the GTI on board as a style leader, Volkswagen sales in the United States have skyrocketed from 160,000 in 1982 to a predicted 250,000 this year.

Obviously, the importance of the GTI has not been lost on VW brass here in the USA. They have continually improved the product, first with a major re-body and powerplant upgrade as the Golf took over from the Rabbit and now with the introduction of VW's 16-valve version of its 1.8-liter engine. With this single move, horsepower in the GTI is up some 20% to 123. That's what we call progress.

Of course, the 16-valve engine is the same powerplant VW wedged into the Scirocco late last year. Its cast iron block offers 1780 cc of displacement and its forged steel crankshaft rides in five main bearings. The real news, however, is in its head. It's constructed of warm-hardened alloy with sintered metal valve seats for durability with unleaded gas. Interestingly, the crossflow head doesn't use the true "pent-roof" combustion chamber we usually see on 4-valves. Instead, the two exhaust valves per cylinder are vertical, while the two intake valves per cylinder are inclined 25°. This, says Volkswagen, has two major benefits: The cylinder head can be kept narrow for packaging efficiency underhood, and the combustion chamber shape created is quite insensitive to knock. Thus, the GTI can burn regular unleaded gas even though it has a relatively high 10:1 compression ratio.

Also helping manage knock is the Bosch KE-Jetronic fuel injection system coupled with digital ignition. The integral knock sensor keeps away ping, helping achieve EPA mileage estimates of 23 city/28 highway.

On the road, it immediately becomes clear this is the best U.S.-available GTI of all time. The 16-valve engine is an absolute delight, producing gobs of power and torque across a broad rpm range. (VW claims that at least 114 lb-ft of torque is available from 3000 to 6000 rpm.) Like most 4-

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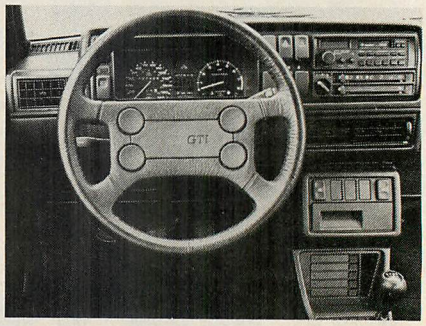
On the road, it immediately becomes clear that this is the best USA-available GTI of all time

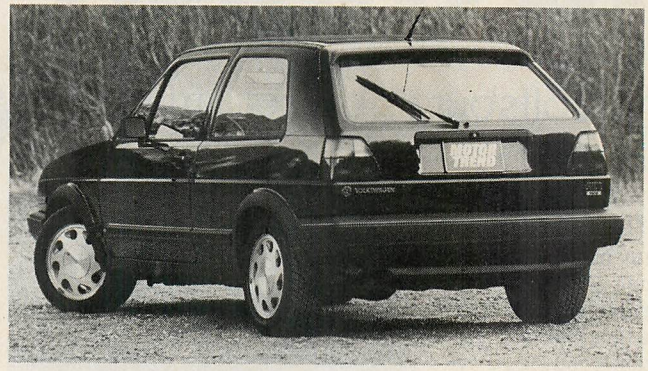
valves, the engine seems a tad weak at very low revs, but just let the engine spin and things happen—very rapidly. The engine sends up a wonderful mechanical whir and telephone poles at roadside seem to get much closer together.

Volkswagen says the new GTI is the quickest VW of all time with a claimed 0-60-mph time of 7.9 sec. Top speed is a claimed 124 mph, equal to that of the smaller but less-aerodynamic Scirocco 16V. For a bit more passing power, 5th gear has been upped to a slightly lower (higher numerically) 0.91:1 ratio. Four-wheel disc brakes are now fitted. The rotors up front are vented and the front spoiler has brake cooling inlets.

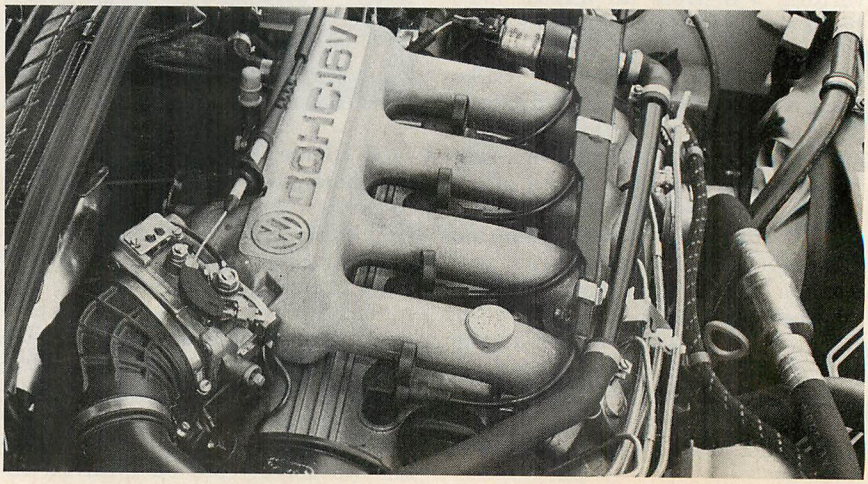
As is fitting for a European-bred road car, the GTI also corners with aplomb. The suspension setup for the 16V is similar to that of the previous GTI. Struts are used up front in conjunction with coil springs and a 15mm-diameter stabilizer bar. At the rear is the torsion beam axle that acts much like an independent rear suspension with track correcting bushings to take care of toe-out and toe-in. A beefy 20mm stabilizer bar deals with body roll. The GTI rolls on new 205/55VR14 Pirelli P600 radials on teardrop-styled alloy wheels, and quick-ratio power steering is part of the package. In hard cornering, the GTI still lifts its inside rear tire, and, though this might not be artistic, it works.

Another area where the GTI works is the interior. The gauge package (large 140-mph speedo and tach and smaller water temp and fuel gauges) are placed right in front of the driver. Also up front is the multi-function computer, which, at the push of a stalk-mounted button, displays engine oil temp, ambient air temp, elapsed time, miles traveled, average speed, average mpg, and the time. A memory switch allows the driver to keep total trip info along with information on trip segments.





With a 20% hp increase, big Pirelli P600s, and quick-ratio power steering, this is VW's best U.S.-available GTI of all time.



Our test car was fitted with the optional Heidelberg V theft-deterrent radio. Not only is the sound from this intelligently mounted AM/FM/cassette stereo unit excellent, it also becomes inoperative if stolen.

The steering wheel has a thick diameter and is covered in leather, as is the shift knob on the smoother-operating 5-speed transmission. We have mixed feelings about the sports seats. Some of the staff liked the wild vertical-striped velour; but others thought it a bit much. The shape of the seats can accommodate all types of builds, but the plastic-covered thigh bolsters induced sweating for some. The back seat is quite roomy for this class of car. (EPA calls it a compact.) And the rear cargo area is both large and well concealed from prying eyes.

What VW has given us is an even better version of the GTI, a car we felt good enough to give our Car of the Year award to a couple years ago. Our major problem with this edition of the GTI is that we have to give it back so soon. MT

TECH DATA

Volkswagen GTI 16V

POWERTRAIN

Vehicle configuration	Front engine, front drive
Engine configuration	L-4, DOHC, 4 valves/cylinder
Displacement	1780 cc (109.0 cu in.)
Max. power (SAE net)	123 hp @ 5800 rpm
Max. torque (SAE net)	120 lb-ft @ 4250 rpm
Transmission	5-sp. man.
Final drive ratio	3.34:1

CHASSIS

Suspension, f/r	Independent/independent
Brakes, f/r	Disc/disc, power assist
Steering	Rack and pinion, power assist
Wheels	14 x 6.0 in., alloy
Tires	205/55VR14

DIMENSIONS

Wheelbase	2472 mm (97.3 in.)
Overall length	4013 mm (158.0 in.)
Curb weight	1028 kg (2267 lb)
Fuel capacity	54.9 L (14.5 gal)

BASE PRICE	$11,825
PRICE AS TESTED	$13,955

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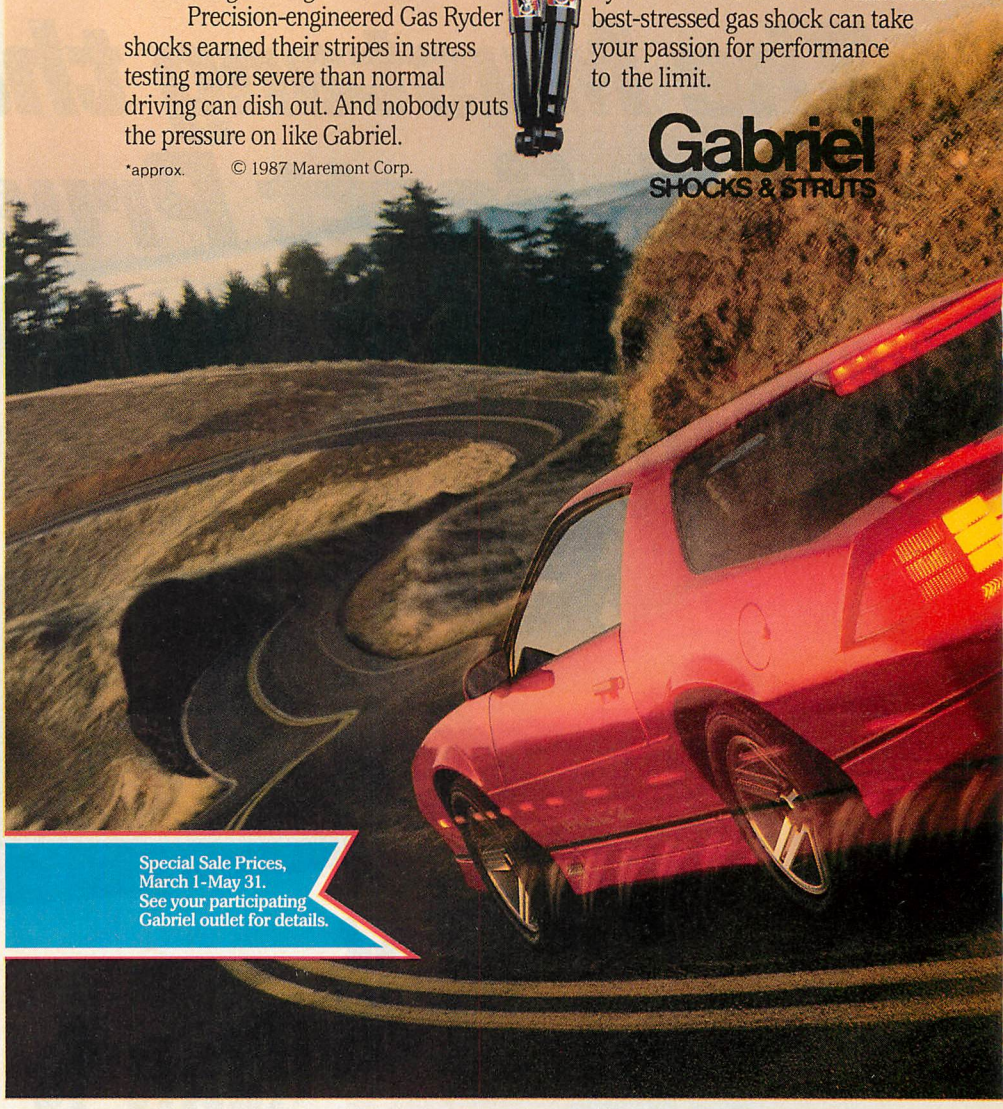

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Not Porsche or BMW.

Not Corvette, Camaro or Firebird.

Not a Nissan 300ZX Turbo.

Not a Mazda RX-7. Not a Toyota Celica Turbo.

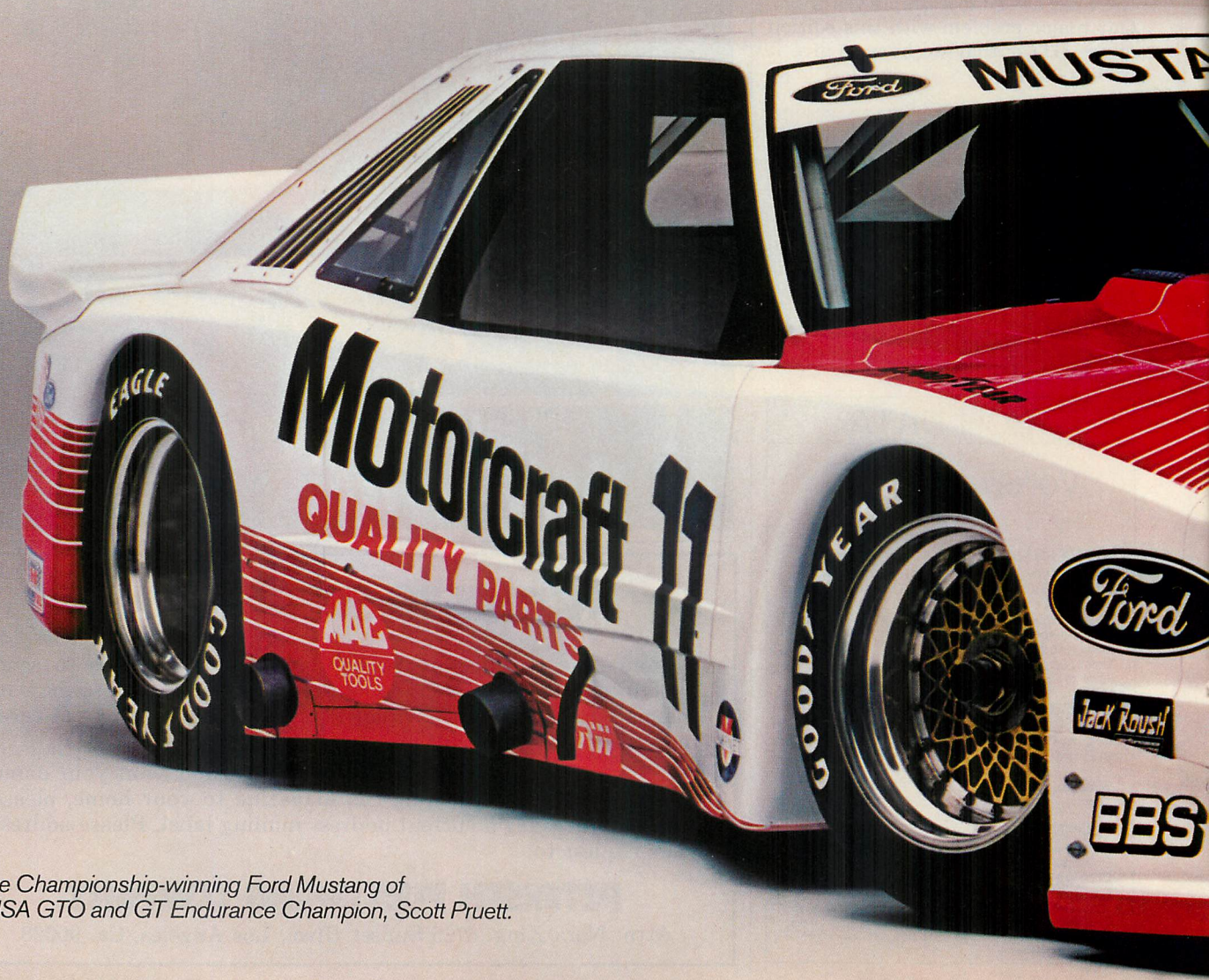
The car that took Scott Pruett to the 1986 IMSA GTO Championship was a race-prepared Ford Mustang.

And for the second consecutive year, none of the foreign or domestic competition could equal the victories achieved by the Ford Mustangs.

In 1986, there was also a new Championship at stake: The IMSA GT Endurance Championship.

The Endurance Championship recognizes the driver with the best

The Mustang that took Scott Pruett to two Championships.



The Championship-winning Ford Mustang of IMSA GTO and GT Endurance Champion, Scott Pruett.

"in-class" performance throughout the season's five endurance races. And is open to drivers of any car in IMSA GT racing.

Including the Jaguar, Porsche, BMW and Corvette Prototypes.

Yet against all of this formidable competition, Scott Pruett, in a Ford Mustang, also won the IMSA GT Endurance Championship.

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Isuzu Impulse Turbo RS

A little white magic from the land of the rising sun

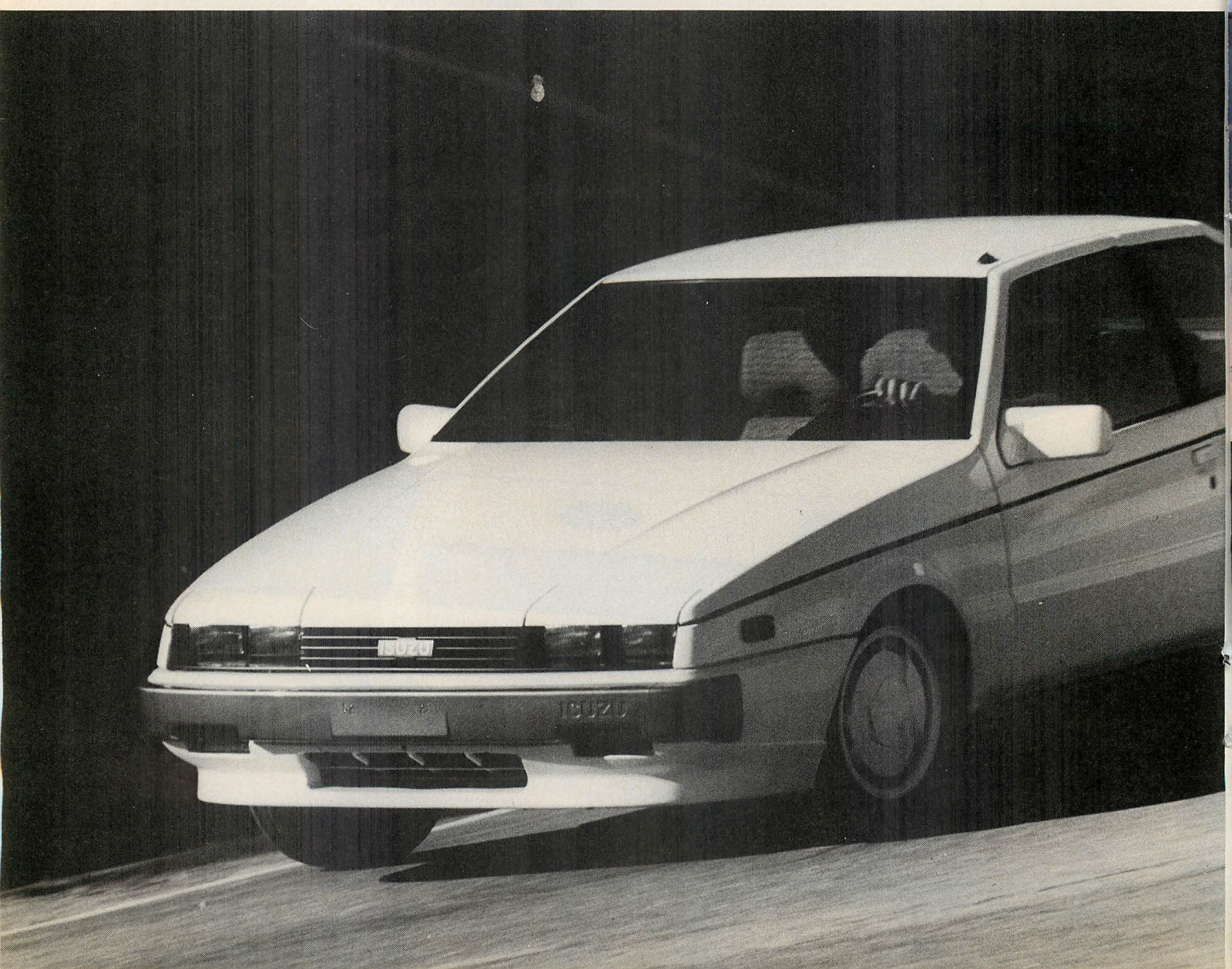
by Bob Nagy

PHOTOGRAPHY BY JIM BROWN

Isuzu's elegantly styled Impulse has always been regarded as one of Giorgetto Giugiaro's most successful automotive designs. Originally derived from the Italian master's Ace of Clubs concept vehicle, the sleek hatchback coupe made the transition from the show circuit to the real world in mid-1981, with most of its visual appeal intact. The Impulse traveled from its home market to the U.S. in late 1983, and, while it continued to draw rave reviews for its striking sheetmetal and innovative interior packaging, the accolades were somewhat mitigated by the car's less than scintillating performance.

Isuzu took definitive action to remedy this perceived shortcoming in mid-1985 with the introduction of the Impulse Turbo. Besides disposing of the original 1.9-liter engine in favor of a new 2-liter T-charged powerplant, the Turbo received a number of other significant mechanical upgrades including a bigger clutch, higher-capacity cooling system, and, most notably, a redesigned rear suspension and beefed-up underpinnings to better handle the increase in muscle. Overall, the force-feeding program endowed the Stage II Impulse with 55% more power and decidedly enhanced its sporting character.

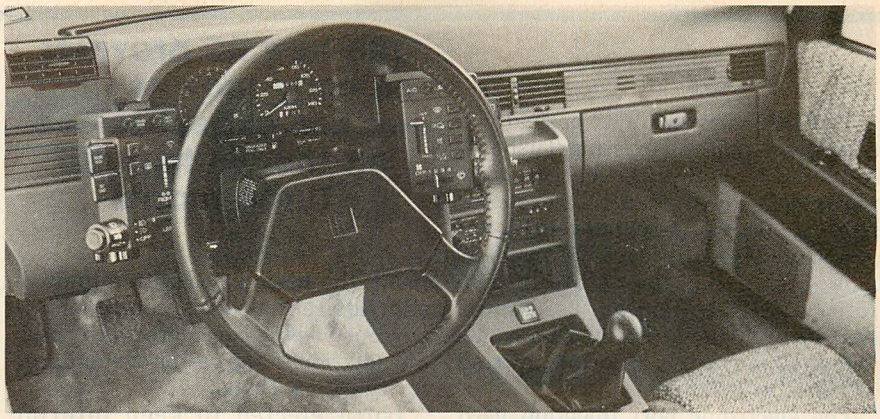
Although the Impulse Turbo quickly earned a new measure of respect in the mid-level performance GT segment, this is one arena that demands continual improvements to ensure longevity. Looking to further capitalize on the solid appeal of its flagship model, Isuzu has reached into its bag of performance tricks and pulled out yet another generous handful of functional upgrades for 1987. The latest

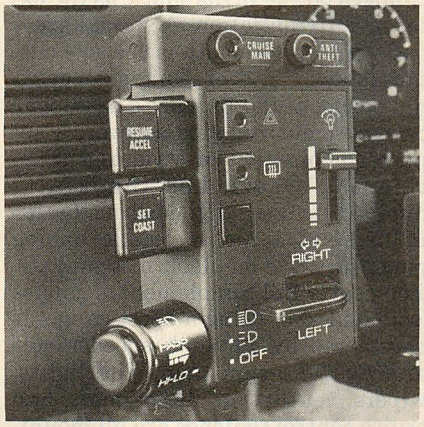


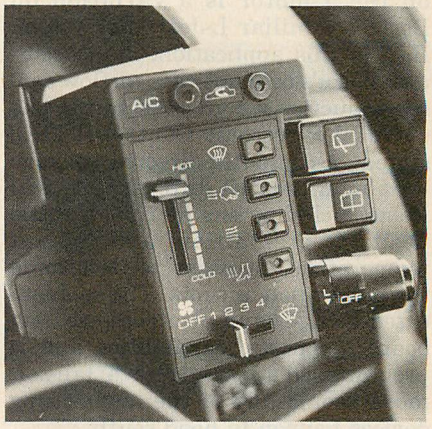
evolutionary offspring is known as the RS. Available only in white, this top-of-the-line Impulse model affords an early look at what we can expect to see in the regular Impulse Turbo come model year 1988.

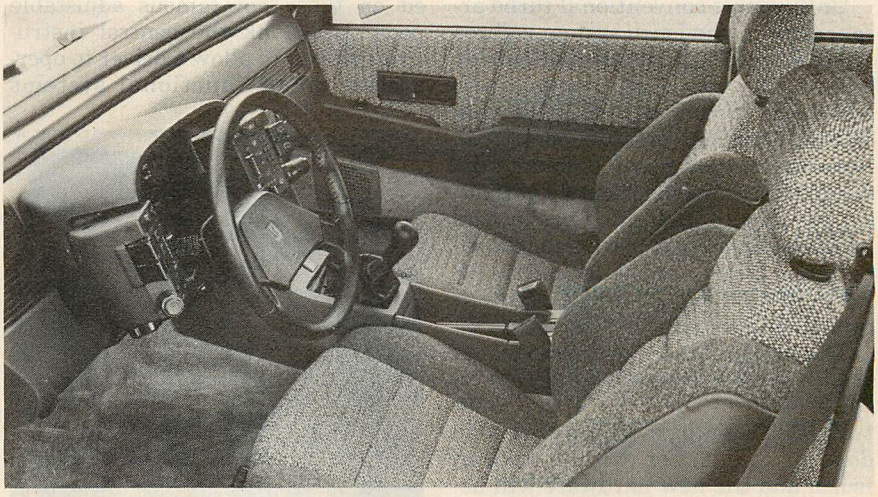
About 1300 RS variants will be built this year, and these are destined to be the only '87s produced. The remaining 10,000 to 12,000 Impulse sales will be made up of existing '86 models, a move that was dictated by the fact that Isuzu is gearing up for a mid-year introduction of its '88 line.

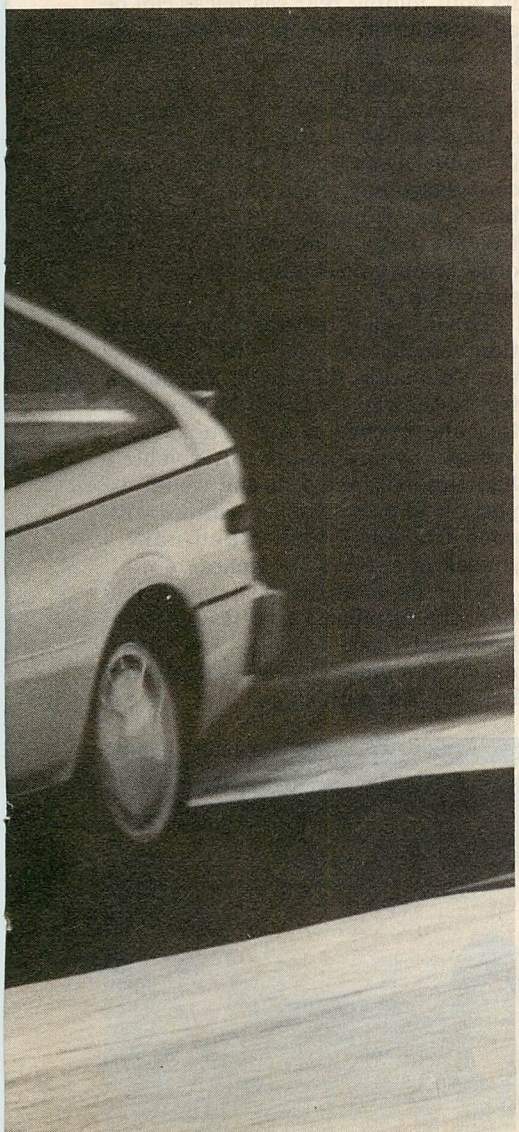
The RS's monochrome exterior treatment, which extends to its unique white cast alloy rims, is set off by metallic pewter trim on the bumpers, rocker panels, and rear spoiler. That, a new flush rear valance panel, and the subtle "RS 4CZ1 Intercooled Turbo" decal badging on the rear quarter windows are the only external indicators of this new-for-1987 model.

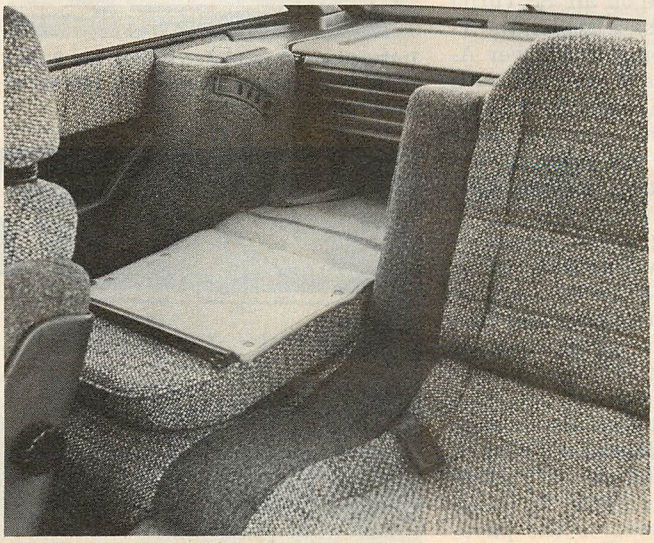












Save for the special gray-tweed upholstery, the RS' well-designed interior is identical to the Impulse Turbo. Ergonomic touches from Giugiaro's original design are still apparent. The driver's seat offers seven-way adjustability, and the trendsetting dash-mounted control pods keep all function switches a mere finger-flick away.

The new RS provides an early look at what we can expect to see on the '88 Impulse Turbo model

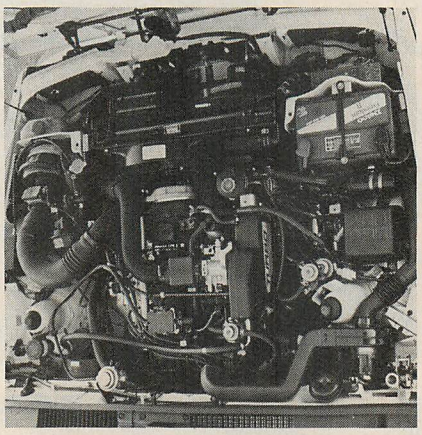
The RS's drivetrain is basically a carryover from the existing Turbo. A water-cooled IHI turbocharger complete with an air-to-air intercooler helps the SOHC 4-cylinder 4CZ1 engine make 140 hp at 5400 rpm—50 more ponies than the naturally aspirated G200ZL powerplant used in the base-level Impulse. The 4CZ1 also develops 20 more lb-ft of torque, hitting 166 lb-ft at 3000 rpm.

The electronic port injection used on the T-motor is a variation on Bosch's familiar L-Jetronic system. But, in this application, it incorporates Isuzu's own hot-wire airflow sensor. Induction is controlled by the Isuzu-Total Electronic Control (I-TEC) system, a computer-directed package that monitors 10 different critical items, including engine rpm, throttle position, preignition, and coolant temperature, in order to determine the proper fuel/air mix. The sophisticated I-TEC setup also possesses onboard diagnostic capabilities and is programmed to revert to a fail-soft mode should any of the key sensing devices happen to head south.

Unlike most conventional turbo arrangements, the Isuzu system utilizes a small stepping motor that, under orders from the I-TEC "brain," permits boost to vary depending on conditions. Nominal pressure is 6.7 psi. But, under maximum demand, the computer allows short bursts of up to 8.5 psi. Due to its limited production numbers and basic performance orientation, Isuzu is only offering the RS with the Turbo's 5-speed manual overdrive gearbox.

The major mechanical changes on the RS revolve around a wholesale recalibration of the basic suspension tuning. This upgrading effort was done in conjunction with American Isuzu, and the new hardware will become standard issue on all '88 Turbo Impulses. Like the base model, the T-charged RS has upper and lower A-arms in front that are matched with coil springs and hydraulic shocks. While retaining the rear live axle with coils used in the original Impulse, the Turbo model brought with it a 5-link location setup with upper and lower trailing arms, variable-rate springs, and a Panhard rod in place of the earlier 3-link design. The RS package takes things one step further by stiffening the spring rates all around and moving to larger-diameter anti-roll bars fore and aft. The new Ultimate Impulse also wears P205/60HR14 Bridgestone Potenza RE71s in place of the 195/60 rubber found on the regular Turbo. To facilitate transfer of power to the pavement, the RS is fitted with a limited-slip differential. This component is currently being considered as a possible addition to the roster of standards for the 1988 Turbo.

Isuzu elected to keep interior changes on the RS as subtle as the exterior differentiation. A special gray-and-white tweed cloth is the sole custom touch. However, Guigiaro's original design of the Impulse's passenger compartment remains as ever, a superb combination of style and functionality. Isuzu has thankfully dumped its disco digi-dash in the RS in favor of a highly legible analog panel of white-on-black instruments. The nearly full complement of gauges (sole omission being a boost gauge) is dominated by 140-mph speedometer and an 8000-rpm tach. The lights, wipers, ventilation, directionals, and cruise control switches are all mounted on those now-famous adjustable pods that flank the central instrument cluster to allow a driver to operate all major functional systems without ever having to remove his hands from the thick, leather-wrapped steering wheel.



Turbocharged and intercooled, the 2-liter SOHC 4CZ1 engine churns out 140 hp at 5400 rpm.

Front seat comfort in the Impulse's well-formed buckets is nothing short of exceptional. With deep contouring and adjustable side bolsters, they can be made to accommodate just about anyone. Drivers can further fine-tune their surroundings through the use of a multi-position lumbar support, variable-height lower cushion, and an adjustable rake steering column. Slipping in and buckling up may not provide quite the same thrill as sliding into a bona fide Formula car, but the RS does afford one an ergonomically excellent driving position with a largely unobstructed view of both the instrument panel and the outside world. One caveat: Taller types may find head room somewhat limited.

Although its rear quarters are a tad roomier than many of its counterparts, the Impulse is, by anyone's definition, a classic 2+2. The recline on its split folding rear seatbacks can be adjusted to any one of four positions, but all are clearly aimed at keeping smaller passengers happy. For all of its sportiness, the RS does possess a solid measure of utility. The 12.6-cu-ft trunk opens up into a roomy 29.4-cu-ft cargo bay when both rear seatbacks are flopped forward, despite the fact that a relatively high liftover does compromise ease of loading to some degree.

The RS we tested was a pre-production vehicle, complete with manufacturer's quality disclaimer to that effect in the glovebox. While we did notice one or two minor rough spots, overall, even this pilot-line vehicle had the look and feel one would expect in a production machine, with good fits and finishes and nary a squeak or rattle to be heard.

With its 51/49% weight distribution, the Impulse Turbo RS possesses inherently good balance. The combination of stouter springs and anti-roll bars coupled with bigger tires make it

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a fairly neutral handler under the limit. But its markedly stiffened underpinnings along with the added turbo power also leave it a good deal less forgiving of overly enthusiastic driving maneuvers in the full-tilt mode. Several staffers with lots of hours behind the wheel of higher-powered GT machinery found the RS Turbo's inclination to exhibit a fair measure of oversteer a real kick. Others were less impressed with its trailing throttle theatrics.

The variable power rack-and-pinion steering transmits a reasonably positive feel back to the driver. However, we would opt for a bit less assist. The crisp, precise shift linkage on the mandatory 5-speed did impress us most favorably. Its slightly narrowed ratios were well matched to the turbo engine's powerband.

Although the force-fed engine provides a marked improvement over its naturally aspirated counterpart, in terms of noise and vibration, the 4CZ1 still rated a fair amount of criticism from all the testers. Useable boost is available anywhere over its 3000-rpm torque peak, but that's also where the din begins to take on increasingly noticeable proportions. Despite its inclination toward roughness, the willing four-banger will quite happily rev to its 6500-rpm redline. It had enough in hand to push the RS from 0-60 mph in 8.7 sec and help it sprint through the quarter mile in 16.49 sec at 86.2 mph—most laudable for a car that also merits 20/25 mpg figures from the EPA. While it took some skill to properly balance on the skidpad, the RS did manage to pull 0.82 g. Its hefty power disc brakes were also well suited to the rigors of their job. The 9.8-in. front and 10.4-in. rear vented units provided a solid feel and good modulation while exhibiting very little fade in bringing the RS down from 30 and 60 mph in 32 and 150 ft, respectively, on what was a less than ideal surface.

In the final analysis, the new Impulse Turbo RS definitely impressed us as a worthy contender in its class. With a base price of $14,369, it offers lots to like, including a huge list of standard equipment (floormats are the only option) and a fairly stellar ranking on the FTD index. Even though it may not possess all the latest high-tech componentry, this is one sports GT that most assuredly deserves strong consideration by those looking to put a good measure of fun and style in their driving without wreaking grievous long-term havoc on their bank accounts. MT

TECH DATA

Isuzu Impulse Turbo RS

GENERAL
Vehicle mfr. ..... Isuzu Motors, Ltd., Tokyo, Japan
Vehicle importer ..... American Isuzu Motors Inc., Whittier, Calif.
Body type ..... 2-door hatchback
Drive system ..... Front engine, front drive
Base price $14,639
Price as tested $14,948

ENGINE
Type ..... Inline four, water cooled, cast iron block, cast aluminum head
Displacement ..... 1994 cc (121.0 cu in.)
Bore & stroke ..... 88.0 x 82.0 mm (3.47 x 3.23 in.)
Compression ratio 7.9:1
Induction system ..... Bosch L-Jetronic port injection, turbocharger, intercooler
Valvetrain ..... SOHC, 2 valves/cylinder
Crankshaft ..... Forged steel, 5 main bearings
Max. engine speed ..... 6500 rpm
Max. power (SAE net) ..... 140 hp @ 5400 rpm
Max. torque (SAE net) ..... 166 lb-ft @ 3000 rpm
Emissions control ..... 3-way catalyst
Recommended fuel ..... Regular unleaded

DRIVETRAIN
Transmission ..... 5-sp. man.
Transmission ratios
(1st) 3.43:1
(2nd) 1.96:1
(3rd) 1.36:1
(4th) 1.00:1
(5th) 0.78:1
Axle ratio 3.91:1
Final drive ratio 3.09:1

CAPACITIES
Crankcase ..... 3.2 L (3.4 qt)
Cooling system ..... 9.0 L (9.5 qt)
Fuel tank ..... 57.2 L (15.1 gal)
Luggage (seat up/seat folded) ..... 365.3 L/832.6L (12.6/29.4 cu ft)

SUSPENSION
Front ..... Independent, upper and lower A-arms, coil springs, hydraulic shocks, anti-roll bar
Rear ..... Live axle, 5 links, coil springs, hydraulic shocks, anti-roll bar

STEERING
Type ..... Rack and pinion, power assist
Ratio 16.6:1
Turns, lock to lock 3.07

BRAKES
Front ..... 248.9 mm (9.8 in.), vented disc, power assist
Rear ..... 264.2 mm (10.4 in.), vented disc, power asssist

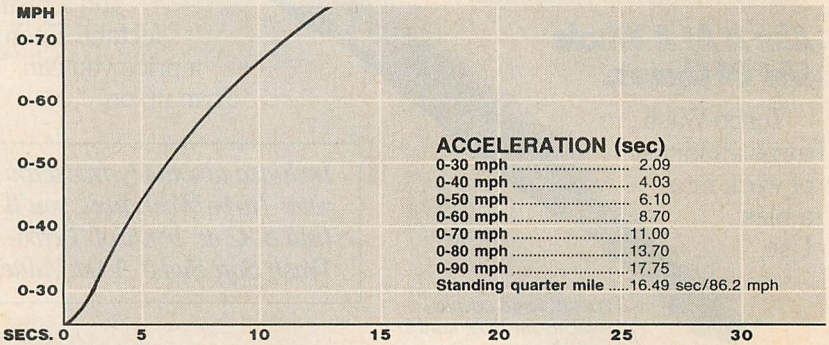
WHEELS AND TIRES
Wheel size ..... 14 x 6.0 in.
Wheel type ..... Cast aluminum
Tire size 205/60HR14
Tire mfr. & model ..... Bridgestone Potenza RE71
Tire construction ..... Steel-belted radial

DIMENSIONS
Curb weight ..... 1657 kg (3652 lb)
Weight distribution, f/r 51/49%
Wheelbase ..... 2440 mm (96.1 in.)
Overall length ..... 4385 mm (172.6 in.)
Overall width ..... 1655 mm (65.2 in.)
Overall height ..... 1305 mm (51.4 in.)
Track, f/r ..... 1355/1380 mm (53.3/54.3 in.)
Min. ground clearance ..... 170.2 mm (6.7 in.)

CALCULATED DATA
Power-to-weight ratio ..... 26.1 lb/hp
Top speed ..... 130 mph
Drag coefficient ..... 0.36 g

SKIDPAD
Lateral acceleration ..... 0.82 g

FUEL ECONOMY (mpg)
EPA rating, city/hwy. 20/25



ACCELERATION (sec)
0-30 mph 2.09
0-40 mph 4.03
0-50 mph 6.10
0-60 mph 8.70
0-70 mph 11.00
0-80 mph 13.70
0-90 mph 17.75
Standing quarter mile ..... 16.49 sec/86.2 mph

SPEEDOMETER

Indicated	30	40	50	60
Actual	32	42	52	62

BRAKING
30-0 mph ..... 32 ft
60-0 mph ..... 150 ft

1000 Hurricane

The fastest street motorcycle in Honda's history

by Jeff Karr

PHOTOGRAPHY BY JIM BROWN AND RICH COX

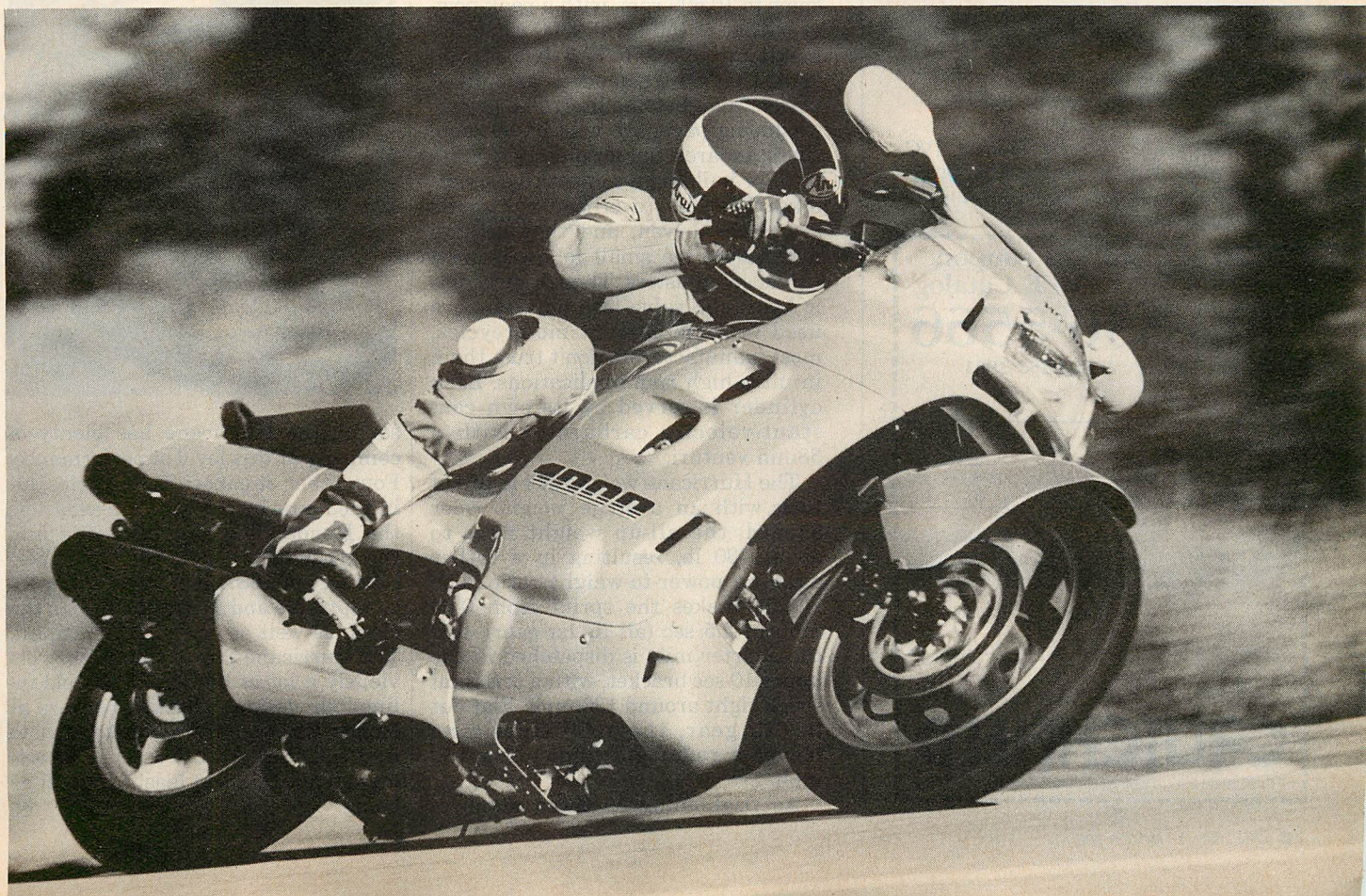
Honda laid the foundation for modern motorcycles back in 1969 with the then-shocking CB750. For the time, the CB750's inline 4-cylinder engine was a technical marvel. Smooth and extremely powerful, the CB750 proved that the weight and complexity of a 4-cylinder engine needn't be an insurmountable handicap, but instead, a huge benefit. Now, almost two decades later, the inline-four design is still proving its virtue as the most successful engine type in motorcycling.

But, back in the early 80's, Honda's research and development people were getting a touch bored with the conventional inline layout, even though continuous refinement was making the engines better and better. They felt the buying public might be getting bored as well, what with inline engines powering all the serious performance bikes from the Big Four Japanese manufacturers. A rift developed at Honda R&D between designers who continued to back the inline concept and another group who were sold on the idea of the liquid-cooled V-four. Besides being more unique from a marketing standpoint, the V-engine was narrower and more powerful than air-cooled inline engines. The V-engine backers prevailed, and Honda phased out its inline motors in favor of the V-engines.

But, in 1987, with the introduction of the 1000 Hurricane, we see a swing back to the inline configuration. What tipped the scales back in favor of the inline camp? Simple economics. While Honda's company line agrees that the V-engines are the best powerplants for a performance-oriented motorcycle, they admit that they are expensive to make, requiring more elaborate castings and more parts. Honda marketing people felt the new flagship had to be as inexpensive as possible. By cutting small corners throughout the design and execution of the Hurricane, the machine's price is just $5398. Consider that the V-engined bike the Hurricane replaces sold for $6100 last year. The strength of the yen has pushed car and bike prices up dramatically, and yet Honda can offer a better motorcycle for less.

From the beginning, the Hurricane was designed to be inexpensive to build. The main factor that made cost cutting possible was the decision to go with full bodywork that conceals the machine's running gear. With the engine/transmission out of view, Honda engineers were free to ignore fancy engine surface treatments and were able to use steel chassis pieces where most bikes in this class use more expensive aluminum.

While the Hurricane's internals



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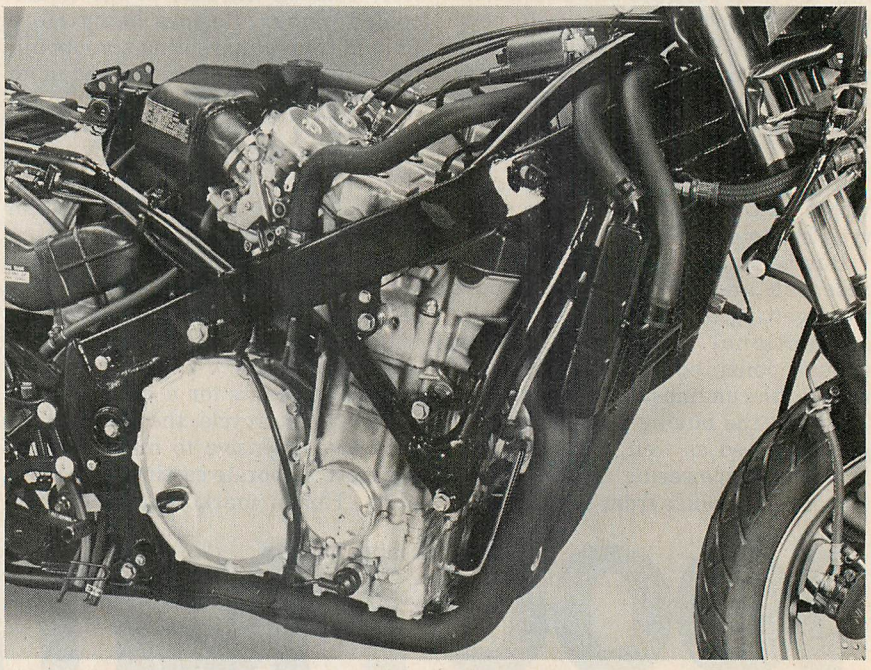
The power-producing parts are wild by automotive standards, but absolutely mandatory for building a competitive superbike

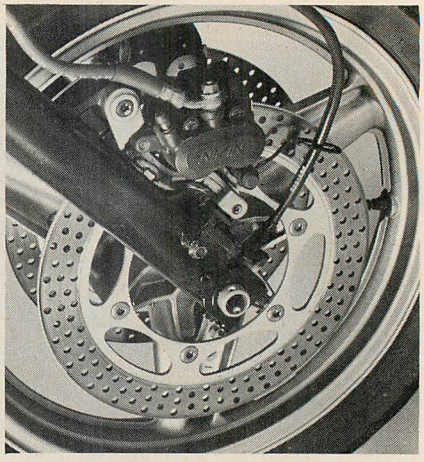


lack the normal glamour quotient and level of finish customary in motorcycles, its external styling is certainly cutting edge, and, functionally, the machine is highly competitive in its class. The liquid-cooled inline four spins to 10,500 rpm, with a peak power output of 130 hp at 9500 rpm. The maximum torque is 77.6 lb-ft at 8000 rpm. That's a tremendous amount of power from just one liter. The power-producing parts are wild by automotive standards, but absolutely mandatory for building a competitive superbike. The dual overhead camshafts are chain driven, and they actuate four valves via small followers with threaded adjusters. Though automatic hydraulic valve lash adjusters are used in some current motorcycles, most manufacturers don't trust them in ultra-high rpm applications. Each cylinder is served by its own constant-velocity carburetor with a 38mm venturi.

The Hurricane weighs 574 lb full of fuel; with an average weight rider aboard, the all-up weight rises to about 730 lb, resulting in a rather dazzling power-to-weight ratio. The Honda makes the sprint from 0-60 mph in 2.5 sec (all in 1st gear), and the quarter mile is dispatched in the upper 10-sec bracket, with a terminal speed right around 130 mph. Flat out in 6th gear, the 1000 Hurricane leaves a radar gun indicating 160 mph.

As frightening as these numbers

A counter-balancer driven at twice crankshaft speed makes the engine smooth enough to allow it to be solidly mounted in the frame. Rigid mounting makes the frame lighter and stiffer.



sound, the Hurricane has plenty of company at this level of performance. Four other Japanese motorcycles, all inline fours, by the way, are as fast as the Honda. The Hurricane fits into the group as probably the best superbike buy of 1987. It's one of the most comfortable and versatile bikes in the class, as well as one of the cheapest. The Hurricane proves that there's obviously a lot of life left in the old inline-four design. The V-4 backers at Honda R&D are just going to have to find some other outlet for their creative tendencies—at least for the time being. MT

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Range Rover

Luxury off-roading has a new name

by Mike Anson

PHOTOGRAPHY BY TIM WREN

Some vehicles look too pretty to drive off-road. Many of the toughest-looking trucks with 12 chrome-plated shock absorbers, 44-in.-diameter tires, and a ride height that can give the driver a nosebleed never see off-road duty. How ironic, then, that a beautiful 4-door wagon with leather seats, plush carpeting, and burled walnut trim inserts has for the past 17 years been handling the toughest conditions found in off-roading throughout the world.

We knew the reputation of the Range Rover and the famous Land Rover vehicles, but, when the time came to put the Range Rover into a really tough off-road situation, we hesitated.

"I've been off-roading the toughest areas in the United States for the past 20 years, and I'm telling you a vehicle without traction-adding differentials will not make it through mud that deep. We are gonna get stuck big-time," I observe, as we enter the jungle driving course at the Range Rover factory in Solihull, just 60 miles north of London, England.

Our instructor, a cheerful, ruddy-faced Englishman who has trained Land Rover and Range Rover buyers, including those owners of blue blood, castles, and lots of pounds sterling, for the past "too many" years, says not to worry. "Just ease her in and accelerate smoothly out of the mud pit. She'll just pull you through."

"Sure, pal."

Sure enough, the Range Rover, an aluminum-bodied $30,000-plus combination of luxury/off-road vehicle with Connolly leather seats, aluminum V-8 engine, automatic transmission, and *no* traction-adding differentials, simply wades into the mud pit and slogs through easy as you please.

"It's the wheel travel, mate," explains our instructor. "With 8 in. in front and 11 in. in back, she just walks her way through or over most obstacles. When she starts to stall, just give her a bit of Welli."

Wellis are the rubber Wellington boots we've been issued by the Rover public relations staff "just in case you get stuck" and have to wade out for help. As it turns out, we never use them, even during three days of all-weather off-roading on courses in England and Wales that include the Solihull jungle, the Rover advanced training course at Eastnor Castle, and, finally, some of the ancient "green roads" of Wales, *roads that* were built before the Romans conquered the British Isles and haven't been upgraded or repaired since.

Although the Range Rover was introduced to the rest of the world in 1970, it has not been available in the U.S. other than through gray market sources or private party sales. This March marked the introduction of a lefthand-drive U.S. version of the luxury off-road vehicle. It is a handsome, fully equipped cruiser with the leather seats as the only available option. Everything else is standard equipment: power windows, seats, door locks, and steering, 4-wheel disc brakes, air conditioning, cruise control, stereo cassette player, 4-speed ZF automatic transmission, head-

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When you receive an alert, it *has* to be radar. It won't be a false alarm caused by a mobile phone, an airplane overhead, or another radar detector nearby. In a year or two, every high-end detector will probably offer the advantages of RSR. But why wait? Vixen III offers them *now.*

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Another exclusive, *AutoMute,* keeps long radar alerts from competing with music or conversation. The audible alarm silences itself after five seconds. (You continue to monitor radar range with the LED meter.) The alarm will remain silent—until the start of your next radar encounter.

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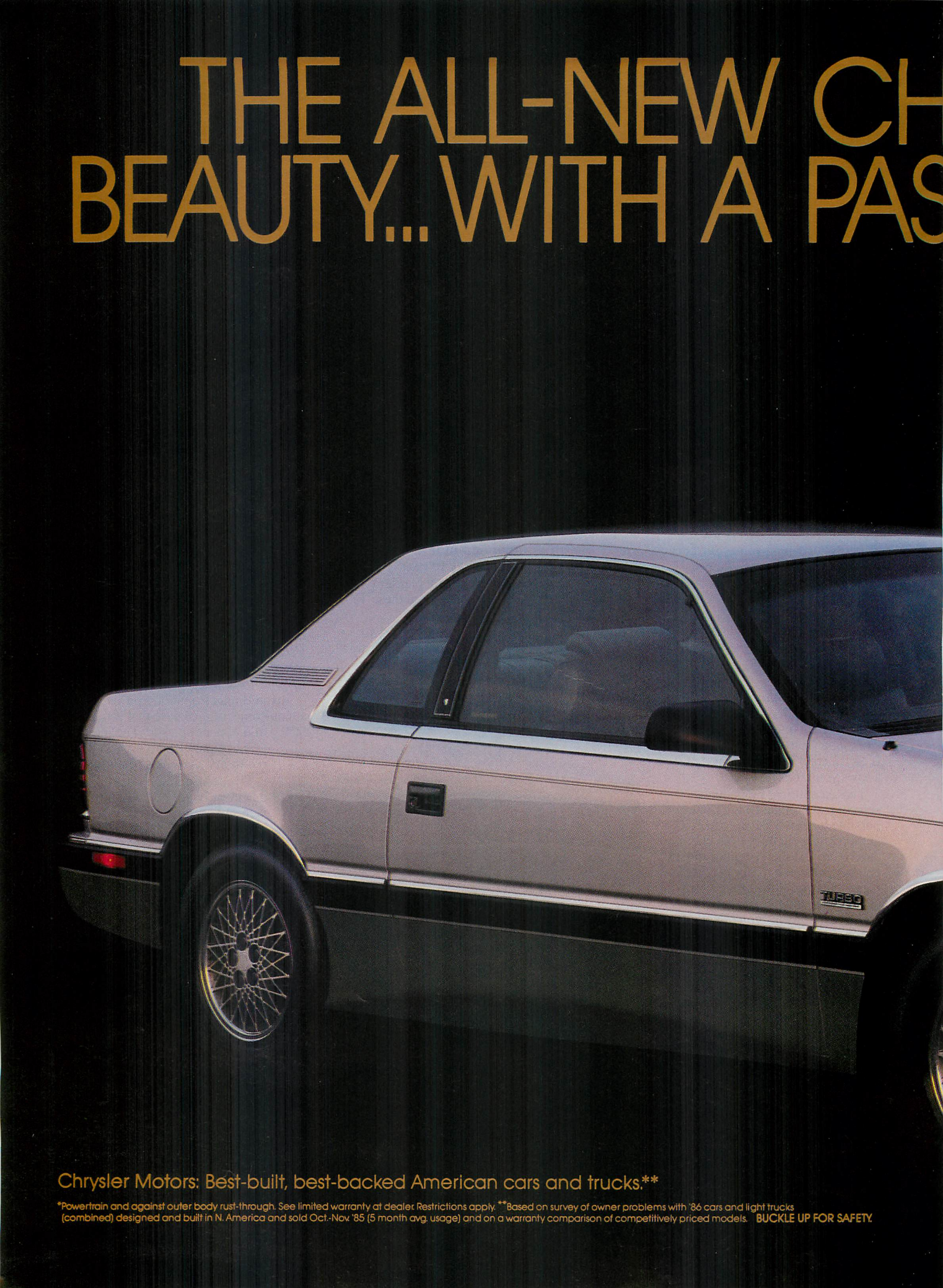

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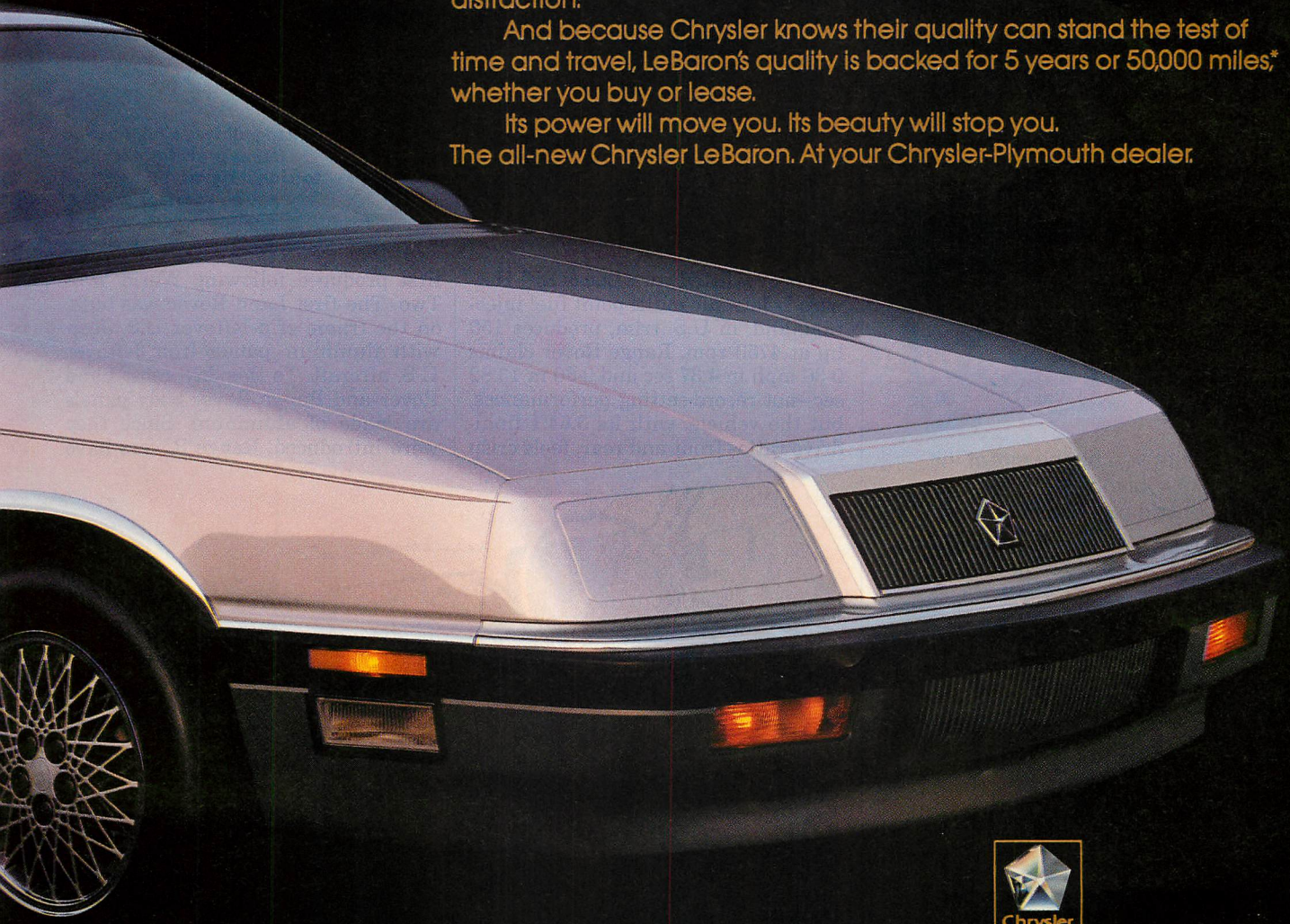

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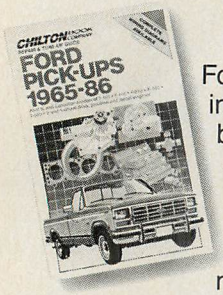

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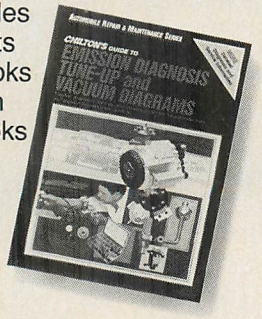

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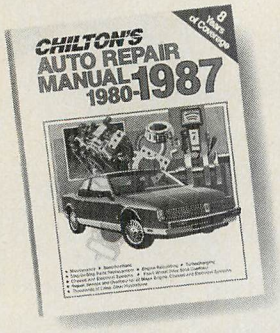

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It looks so good the valet kids at the country club won't snarl as you pull up the drive

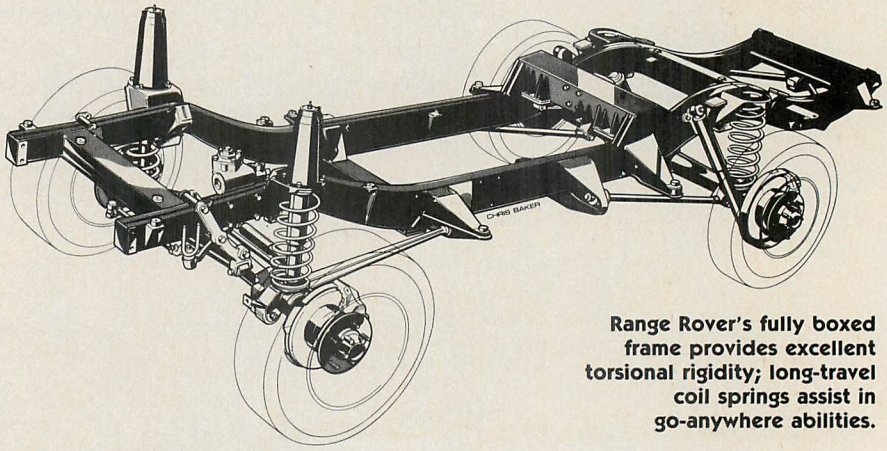
light washers, heated sideview mirrors, rear window washer/wiper, and probably more we were unable to find.

The powerplant for the Range Rover is an old friend, the 3.5-liter aluminum V-8 originally used in GM intermediate cars in the early '60s. Rover Managing Director William Martin-Hurst was visiting GM in 1963 when he learned that the manufacturer was planning to cease production of the powerful but expensive-to-produce aluminum V-8. By 1965, he had secured the rights to take over building the engine that has since become the most important powerplant in the Rover line.

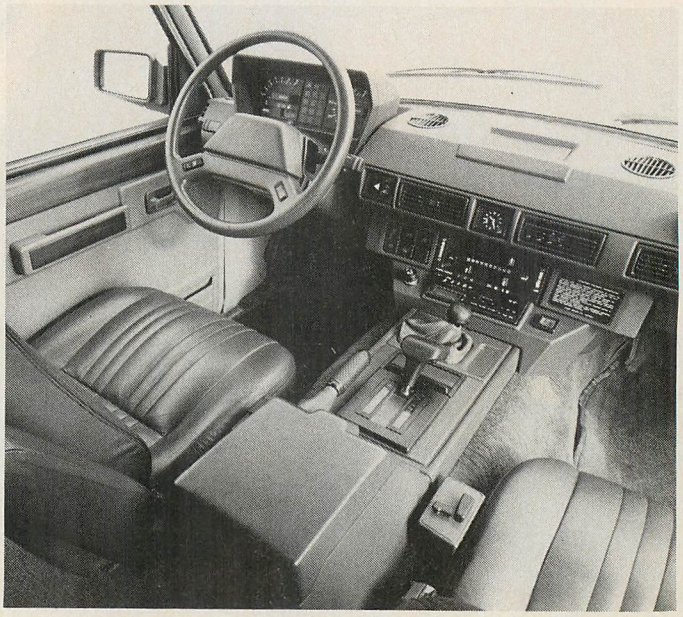
The compact, lightweight pushrod V-8 is now fitted with Lucas EFI-Hotwire L-Jetronic multi-point fuel injection, and, in U.S. trim, produces 150 hp at 4750 rpm. Range Rover claims 0-30 mph in 4.37 sec and 0-60 in 13.82 sec—not record-setting performances, but the vehicle, with its 3.54:1 final-drive ratios front and rear, feels crisp on the roads and freeways.

We know it looks good and that the valet parking kids at the country club don't snarl as you come up the drive, but what'll it do off-road? Anything you want. The real question is, why would you take a nice-looking luxury vehicle you don't want to get dirty or scratched into off-road situations? Well, when you take a look at its lineage, you begin to understand.

Land Rovers have been a staple of British expeditions since they were first produced following World War Two. The first Land Rover was built on the frame of a leftover U.S. Jeep with aluminum panels from leftover U.S. aircraft. To this day, most Land Rover and Range Rover body panels are made of aluminum. Since they were introduced, Range Rovers have



Range Rover's fully boxed frame provides excellent torsional rigidity; long-travel coil springs assist in go-anywhere abilities.



Off-roading was never like this: leather seats, real wood trim, doors sealed to keep water out when crossing streams, and all the luxury of a fine English car.

been proving that their good looks do not inhibit their off-road performance and dependability. The Darien Gap expedition in 1971-72 proved that beyond a doubt, and Range Rovers are still the vehicles of choice for most Royal Geographic Society-sponsored expeditions, as well as for Arab princes, titled landowners, and even a movie producer or two.

The Range Rover works well off-road due to the suspension design combined with full-time 4-wheel drive. The frame is a ladder design, constructed from welded box steel girders, and the live axles are suspended on long-travel dual-rate coil springs with long-travel telescopic shock absorbers. In addition, an automatic Boge-Hydromat ride-leveling unit is mounted on a special "A" frame between the rear axle and the chassis. It maintains the proper ride height and keeps the vehicle level even when the axles are tilted in opposite directions on rough roads.

The result is that, when you drive the Range Rover as instructed, slowly and letting the vehicle do the work, it will go most anywhere with very little driver input. In fact, trying some of our old off-road tricks on the Range Rover usually backfired. Finally, we succumbed, and let the vehicle do most of the work, much to the relief of the instructor and passengers.

Distribution in the U.S. will be directed by Range Rover North America, a part of the Land Rover group of companies. Charles R. Hughes is president of the Lanham, Maryland-based company, which is located only 35 miles from Baltimore, the port of entry for Range Rover vehicles.

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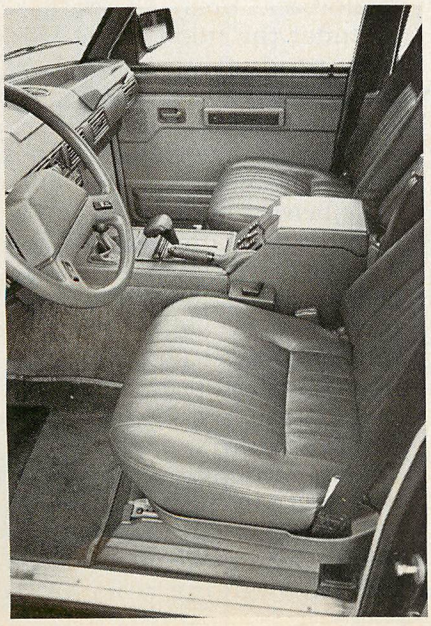

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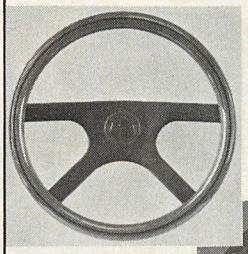

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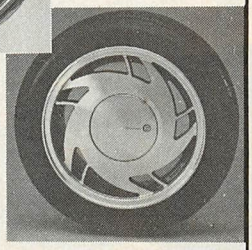

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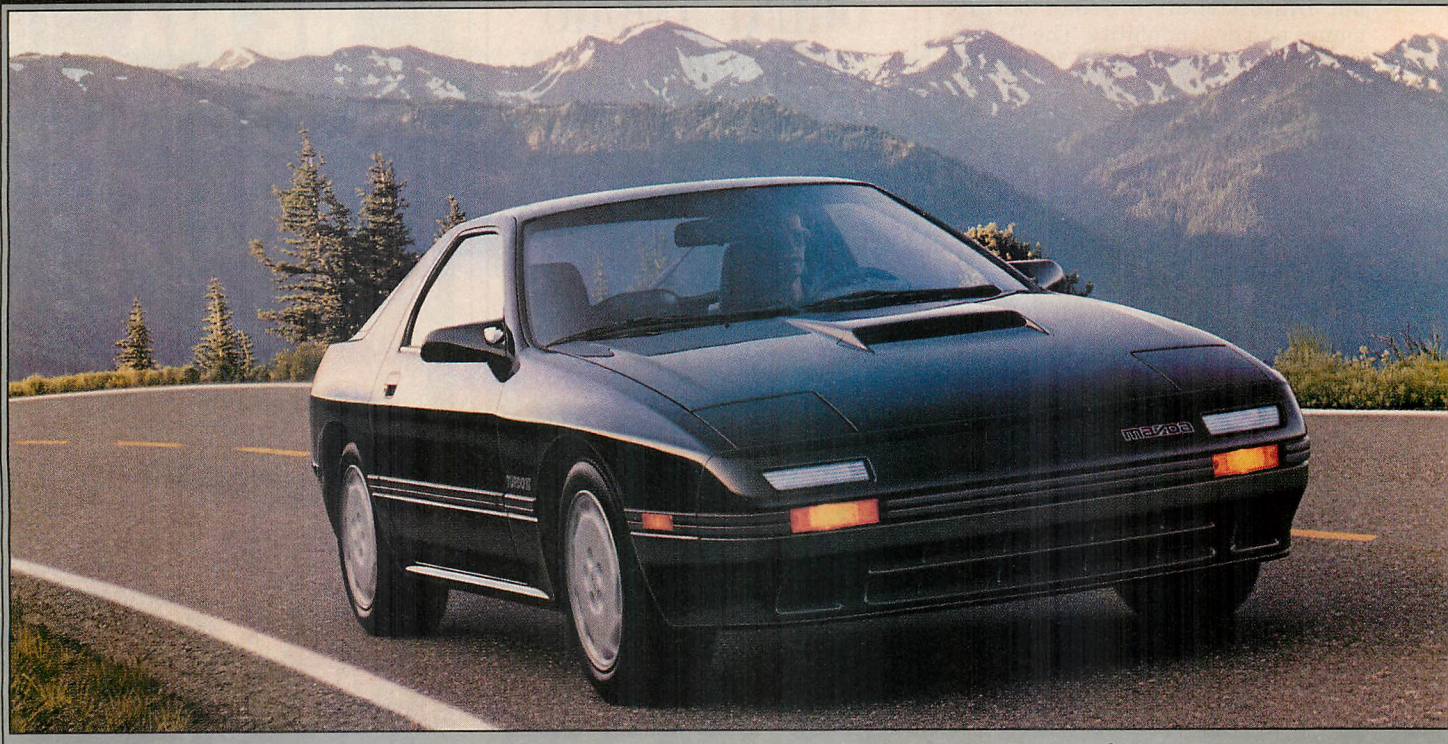


The 1987 Mazda RX-7 Turbo.

From Washington's Mt. Rainier to Seattle International Raceway, it's a sports car that will take your breath away.

Find a car that blends the upper levels of highway performance with a capability for race-track ferocity and it's almost magic. Take it on roads with magic of their own, like those in the high mountains of Washington, and you'll bring out the scientist, the artist, maybe even catch the twinkle in the eye that glimmers from any true sports car enthusiast.

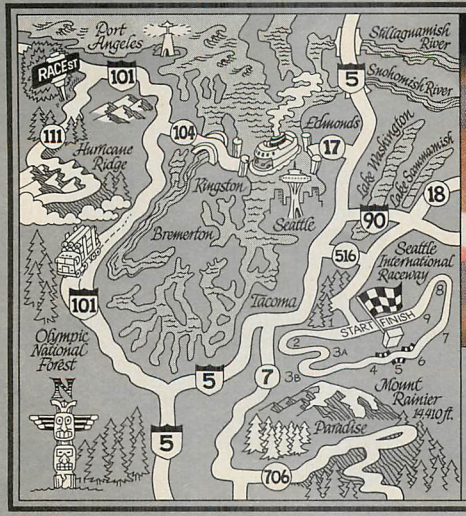
Mazda engineers mixed that blend and named it RX-7 Turbo. It's for those with a certain glimmer in their eyes.

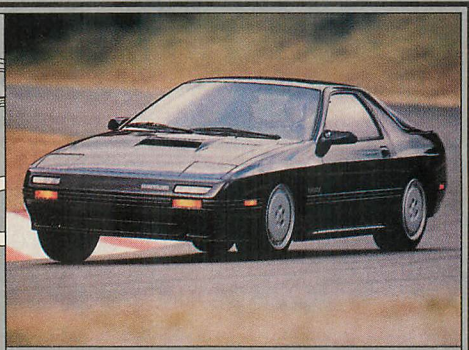
Under its purposefully sleek exterior is the RX-7's fully-independent suspension: MacPherson struts in front, the exclusive Dynamic Tracking Suspension System (DTSS) in the rear. The RX-7 Turbo's springs, shocks and anti-roll bars are tuned for high-demand drivers. Brakes feature four-piston, aluminum calipers on the ventilated front discs. Unidirectional 16 x 7 alloy wheels mount 205/55VR16 Goodyear "Gatorback" tires.

Under the hood is the world's only production turbocharged rotary engine, fed with electronic fuel injection. The offset air scoop leads to an intercooler which condenses the intake mixture, optimizing efficiency and power

In this very un-ordinary system, a valve in the dual-entry turbocharger inlet regulates exhaust gas pressure to maximize turbine blade impact at lower engine speeds or flow at higher speeds. The uncommon benefit is ready response and uncompromised power at all speeds; an engine that breathes deep and runs hard.

The tall mountains of Washington set a perfect stage for how well this engine runs, this car





On the roads of Washington's Pacific Northwest, the RX-7 Turbo shows an incredible blend of performance and handling. But taken to the limit on a race track, it attacks the pavement with ferocity, bringing straights and corners to submission.

works. But before starting, you better take a deep breath of your own.

Day One. Head for the grandeur of Mt. Rainier National Park. Here, the heights pierce the sky, are visible across the state. Here, you'll get no closer to the clouds than Paradise. But in this thin, clear air the RX-7 Turbo breathes easy, like an athlete, and scales the majesty as far as pavement goes. The scientist had the ingredients.

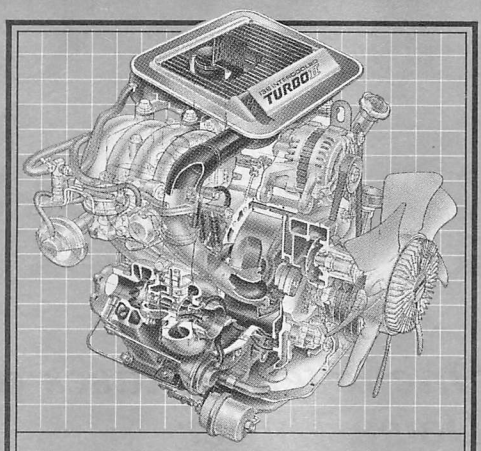
Day Two. To reach the Olympics by way of Port Angeles, turn off Highway 101 at the curiously named Race Street; from there, the RX-7 Turbo storms up Hurricane Ridge. Past lush meadows, into thick primeval forests, around curves that carve relentlessly higher, through fog that hushes all to the sound of silence, to arrive, finally, facing snow-capped peaks that point to the heavens. The artist mixed well.

For the twinkling-eyed enthusiast, Day Three, to the limit at Seattle International Raceway. Here, a skilled driver can put the pedal to this car's mettle.

So buckle up and take a real deep breath for an RX-7 Turbo kind of driving experience. One where boost from the turbocharged rotary will *whoooosh!* you down the front straight, to over 115 mph at the Turn One kink, to more than 120 before Turn Two. Feel the power of four-wheel ventilated disc brakes that slow the car for the corners like it was chained to an anchor. In tight hairpins, the Dynamic Tracking Suspension System helps give quick steering on the way in, traction that claws at the track on the way out. Through high-speed ess-bends, the power rack-and-pinion steering flicks left-rightleft. The track rushes below in a dark gray blur, the trees alongside become green walls. Out of every corner, down every straight, the turbo rotary rockets away to its 7000-rpm redline.

The Mazda RX-7 Turbo will never run out of wind. Not on Mt. Rainier. Not on Hurricane Ridge. Not at Seattle International Raceway.

But it just might leave you breathless.



The RX-7 Turbo's engine is the only production turbocharged rotary in the world. With electronic fuel injection, an intercooler, and a unique dual-inlet to the turbine, it delivers exceptional power throughout the engine's speed range. And Mazda's exclusive rotary engine delivers the smoothest flow of power in the world.

RX-7 Turbo (shown)	$20,399
RX-7 GXL	$18,449
RX-7 Luxury Package	$15,799
RX-7 Sport Package	$15,749
RX-7	$14,199

Manufacturer's suggested retail prices. Actual prices set by dealer. Taxes, license, freight, options, and other dealer charges extra. Prices may change without notice. Availability of vehicles with specific features may vary.

Experienced drivers buckle up.

For a free, 28-page Mazda RX-7 catalog, please write to:
Mazda RX-7 Catalog Offer,
P.O. Box 5960-MT
Orange, CA 92668.
Or call this toll-free number:
800-521-1055

mazda

Flush windshield, mounted at 64-degree angle, contributes to low 0.31 aerodynamic drag coefficient.

Slick-shifting five-speed gearbox gives ideal gear ratios for efficiency and performance.

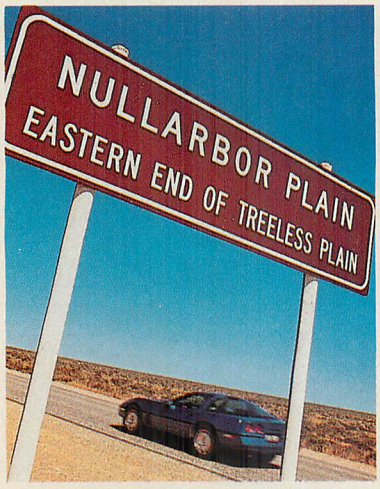
Advanced, silky-smooth rotary engine with two-stage turbocharging and intercooler delivers 182 bhp at 6500 rpm.

Dynamic Tracking Suspension System allows rear wheels to actually help steer through turns with Triaxial Floating Hubs providing automatic toe control optimized for all situations.

Four-wheel ventilated disc brakes with four-piston racing-type calipers in front provide enormous stopping power.

Front MacPherson strut suspension utilizes aluminum control arms for precise geometry, low weight.

America's Car to America's Cup

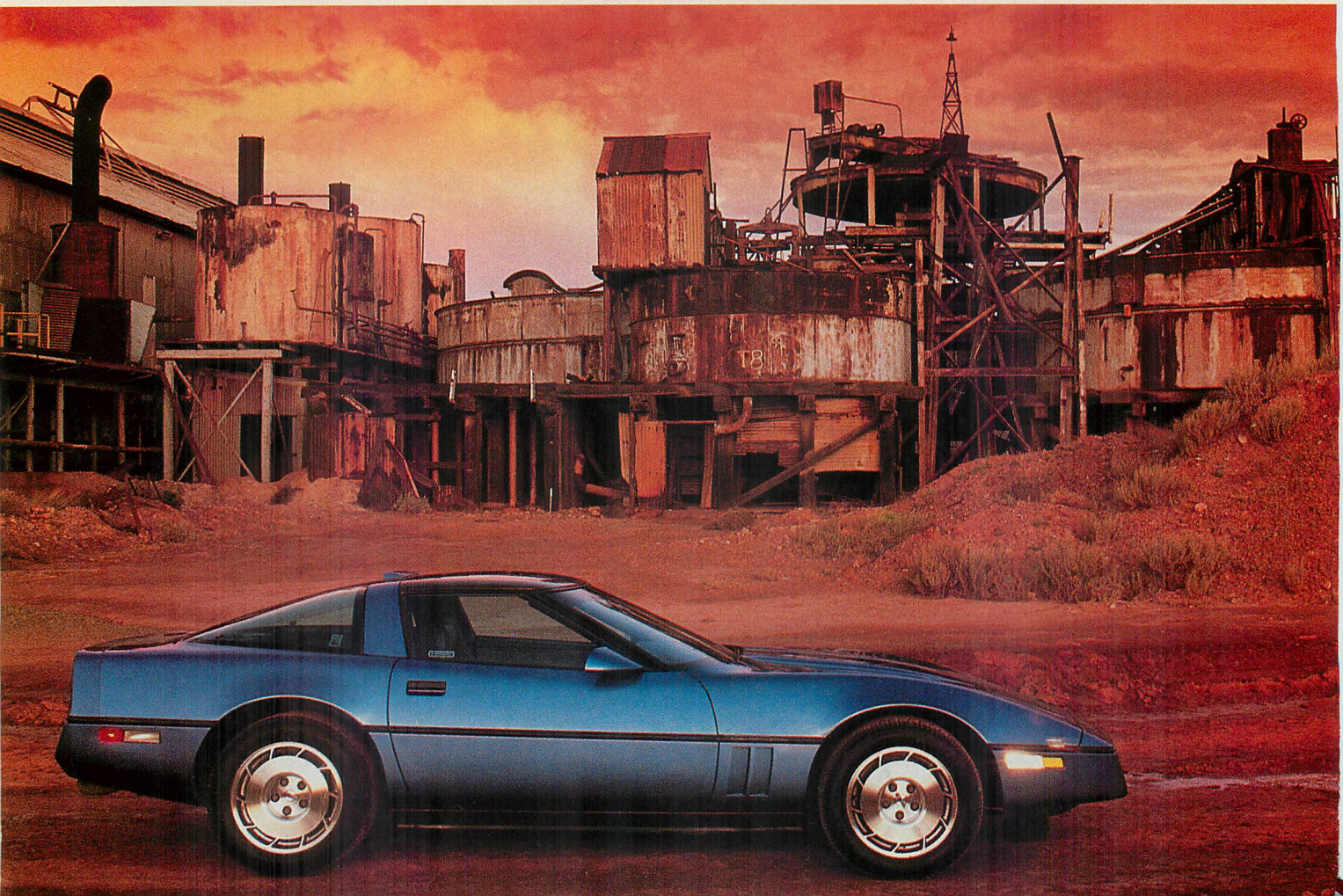


One legend chases another Down Under

Part II

by Jack R. Nerad

PHOTOGRAPHY BY VIC HUBER



When we left you, one month ago, we were standing underneath a signboard that proclaimed "Kimba: Halfway across Australia." In our quest to witness the battle for the oldest and most valued prize in sailing history, the America's Cup, we'd journeyed almost 1000 miles from Melbourne, the home of our Chevrolet Corvette, with our ultimate goal Fremantle, Western Australia, still about 2000 miles away.

Beyond us lay a huge wasteland of barren, dry scrub, broken only by a band of tarmac and an occasional way station. Until we arrived in Perth, we would see no city worthy of the name, sleep in remote hostelries that were denied fresh water, travel under a desert sun that often sent temperatures soaring into the 100s. We had heard horror stories of tire-chewing asphalt, mechanical failures, and aboriginal tribes along our route.

With these bleak prospects in mind, what was our attitude as the flies buzzed around us on that afternoon in South Australia? Frankly, we were happy as hell and eager to get on with it. So what if we didn't have any spare parts, lacked fresh water, and were about to enter an area with no cable TV? Shoot, man, we're

What was our attitude as the Australian flies buzzed around us? We were happy as hell and eager to get on with it

Amurricuns, and we were sure we could deal with anything the little Australian continent could throw at us.

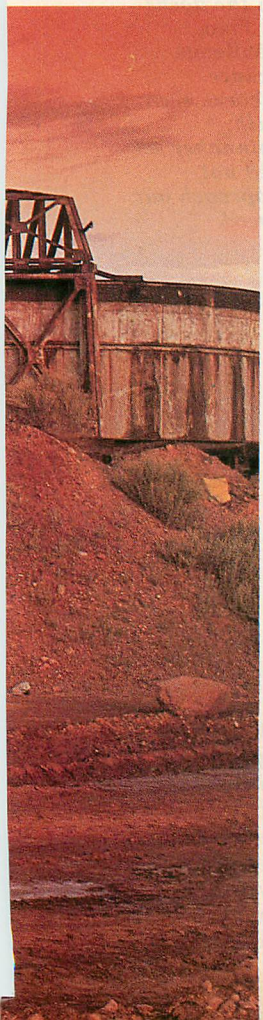
With a song ("Misty") in our hearts, the three of us—photographer Vic Huber, technical assistant Mark Harmon, and I—hopped into the Corvette and our support vehicle, a Holden Commodore turbo wagon, and headed west. The sun was lying low over the horizon as we blasted through wheat fields that would dwarf Kansas at speeds up near the "ton." With our two vehicles in perfect sync, we cleaved through the waves of grain and the occasional gas station/grain elevator combination that called itself a "town." By six o'clock, we were in Ceduna, chowing down on a remarkably good meal and planning what photo shoot Vic would force us to go on *that* night.

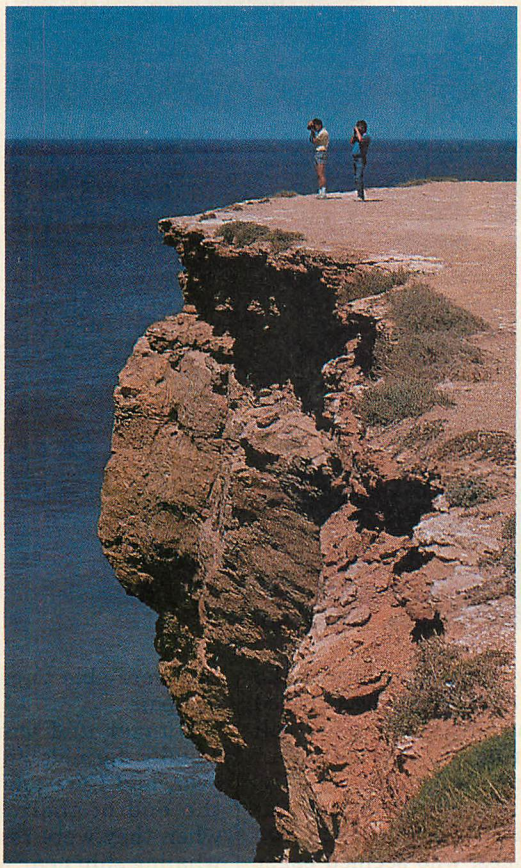
Vic was clicking the shutter for the last time that evening when a pickup truck rumbled up ominously. We expected to catch static for being where we were, but, to our disbelief, the truck contained a welcoming committee.

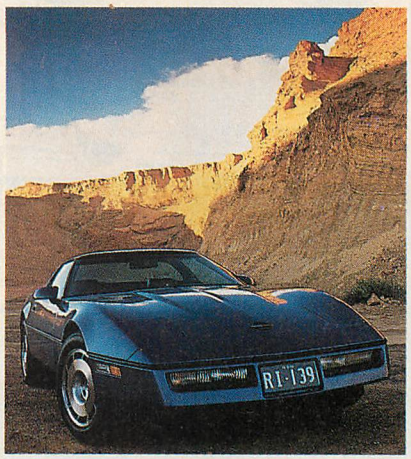
"Wigh bin lookin' all over fer yah," said local Ceduna businessman Allan Schwarz. "The travel bureau said you'd be through here."

We were graciously escorted back to Schwarz' home, where he entertained us with stories about the surrounding countryside. ("This is a big wheat area, but there's not always enough rine. Sometimes thy plant and it comes up, and sometimes thy plant and it doesn't come up, and sometimes thy don't plant at all. Thy get a crop, sigh, three out of every five years. Big grine area, heah.") We, in turn, were able to dazzle his friends and neighbors with the intricacies of the Corvette. The digital dashboard and hideaway headlights were particular favorites, but, strangely, we couldn't persuade any of them to go for a ride.

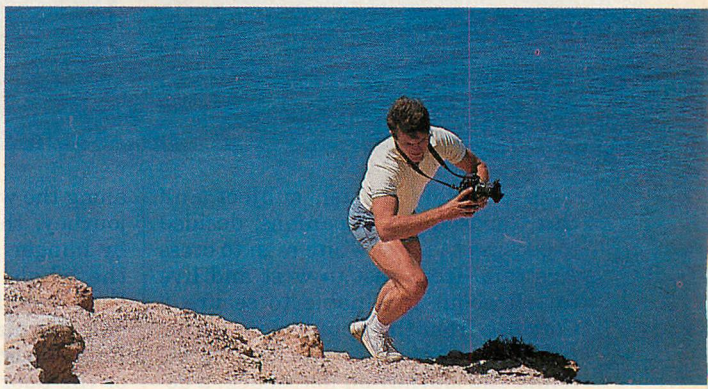
The next morning, bright and all too early, we struck out of Ceduna on the Eyre Highway, in essence, the only road we would see for the next two days. The Eyre Highway is named after 19th century Australian adventurer and explorer John Eyre, who,







Our Corvette soaks up the early evening sun amid gold-processing equipment in Kalgoorlie (far left). The cliffs overlooking the Great Australian Bight (near left) proved undaunting, although Vic Huber (bottom) went precariously close to the edge.



With the skyline of Perth behind us, we pose with our two staunch vehicles. Below is the New Zealand challenger, Kiwi Magic, *and the object of our quest, the Auld Mug.*

Our Corvette attracted lots of attention on the docks at Freo. Challenge France *(above), even with spinnaker set, did not approach our speed.*

with a fellow British subject and three aborigine companions, decided to become the first white man to cross Australia from east to west and live to tell about it. Unable to secure a Corvette from the appropriate public relations person, he decided to attempt the journey on horseback, a decision that proved rather unfortunate for the horses, since his little band was forced to eat several of them along the way. More than once on the journey, the aborigines, discouraged by hunger and thirst, wanted to call the whole thing off and split, but Eyre would not be daunted. Finally, one morning he awoke to find his English companion murdered by two of the aborigines, who seemed eager to pay him the same courtesy. Luckily for Eyre, the third native, a guy named Wylie, remained loyal and the two were able to escape the murderous pair.

Hunger and thirst proved to be equally formidable opponents, however, and Eyre and Wylie were near the end of their proverbial ropes when they were rescued by a French whaling ship near what is now Esperance. Technically, Eyre didn't complete the transcontinental journey, but he was so plucky the Australians

gave him credit for it anyway. He spent the waning years of his life as governor general of Jamaica, which might have been a much better island to try to walk across than Australia, while Wylie settled down in Western Australia on a nice government pension and never even attempted to take on a second name.

These thoughts and others equally inane floated through our heads as we zapped west on the never-ending asphalt toward Perth. By mid-morning, we had come across a brown highway sign announcing that we had officially arrived at the Eastern End of the Nullarbor Plain. (Nullarbor = no trees—get it?) After pausing for appropriate pictures, we headed ever westward, our two vehicles operating in fine form despite the 100° heat.

We were gaining on the kangaroo when the truck came to an abrupt halt. "Hit a damn fence," the driver said

Lunchtime brought us to the optimistically named Western Australia/South Australia Border Village, which is not really a village, but gas station, restaurant, and motel all in one. We were pleased to find that all vestiges of civilization were not absent from the place, however, when we discovered that the Village had planned a wet T-shirt contest for the following Friday night. Who would don the moistened knitwear we politely neglected to inquire.

Farther down the two-lane blacktop, we noticed signs that indicated a scenic turnout, and, starved for anything scenic in the monotonous brush, we crept down a narrow gravel road. At the end, we were shocked to find some of the most delightful scenery any of us had witnessed—huge cliffs plummeting hundreds of feet into the intense blue waters of the Great Australian Bight. Vic, literally risking life and limb, began to shoot frame after frame before we finally ordered him away from the precariously undercut cliffs. After nearly an

(Clockwise from above)* Azzurra *and* Challenge France *come to windward;* Stars & Stripes *goes downwind; the* Kookaburras *round a mark; and* Stars & Stripes *and* Australia IV *go at it with chutes set.

hour of ogling nature's majesty, we pulled ourselves away, feeling truly lucky to have been among the very few to witness this magnificent sight.

Back on the asphalt, we thundered toward our evening's destination, our thunder tempered by Schwarz' warnings of the intrepid nature of the Western Australia state police. By nightfall, we had arrived unscathed at Madura and found it to be the familiar gas station cum restaurant cum motel. It seemed remarkably civilized in view of the fact that there is literally no other civilization within 100 miles in any direction.

Over dinner, manager Barry Brotherson described how Volvo engines generate electricity for the place, how fresh water is trucked in, and how an airstrip was constructed so that critically ill or injured people could be evacuated if need be. When we mentioned we hadn't yet seen a live kangaroo, he said, "We'll take care of that," and within minutes we were in his Land Rover bashing through the brush.

First, by the dull glimmer of a spotlight, Brotherson showed us "the old Madura"—a collection of broken-down shacks that had bordered the Eyre Highway when it was a one-lane dirt track. Scattered around the lonely buildings were scores of wrecked cars dating back to the '20s. In the old days, Brotherson said, if a car broke down out on the road, it was too expensive to tow it back for repairs, so instead, it was left there to rust slowly in the sun.

Deeper in the darkness, we finally caught sight of our first kangaroo, and Brotherson immediately turned the Land Rover in pursuit. We were gaining on it when the truck came to an abrupt halt, and Mark and I crashed forward into the cargo area. "Hit a damn fence!" said Brotherson.

We spent the next three hours bombing through the brush, spotting an occasional kangaroo, eying an aboriginal cave dwelling, and cranking up the lights on the airstrip. As the fog and cold closed in around us up on the landing strip, we caught the most fabulous celestial show we'd ever seen in our lives—more stars than at the Dorothy Chandler Pavilion on Oscar night—while thick, puddle-like darkness surrounded us down on planet Earth.

The next morning, after a salt water shower, we were on the road again, rising out of the Nullarbor plain on the way to the goldmining town of Kalgoorlie. But, though we were leaving the Nullarbor, the scenery remained bleak—scrawny trees sprouting waywardly from the red soil.

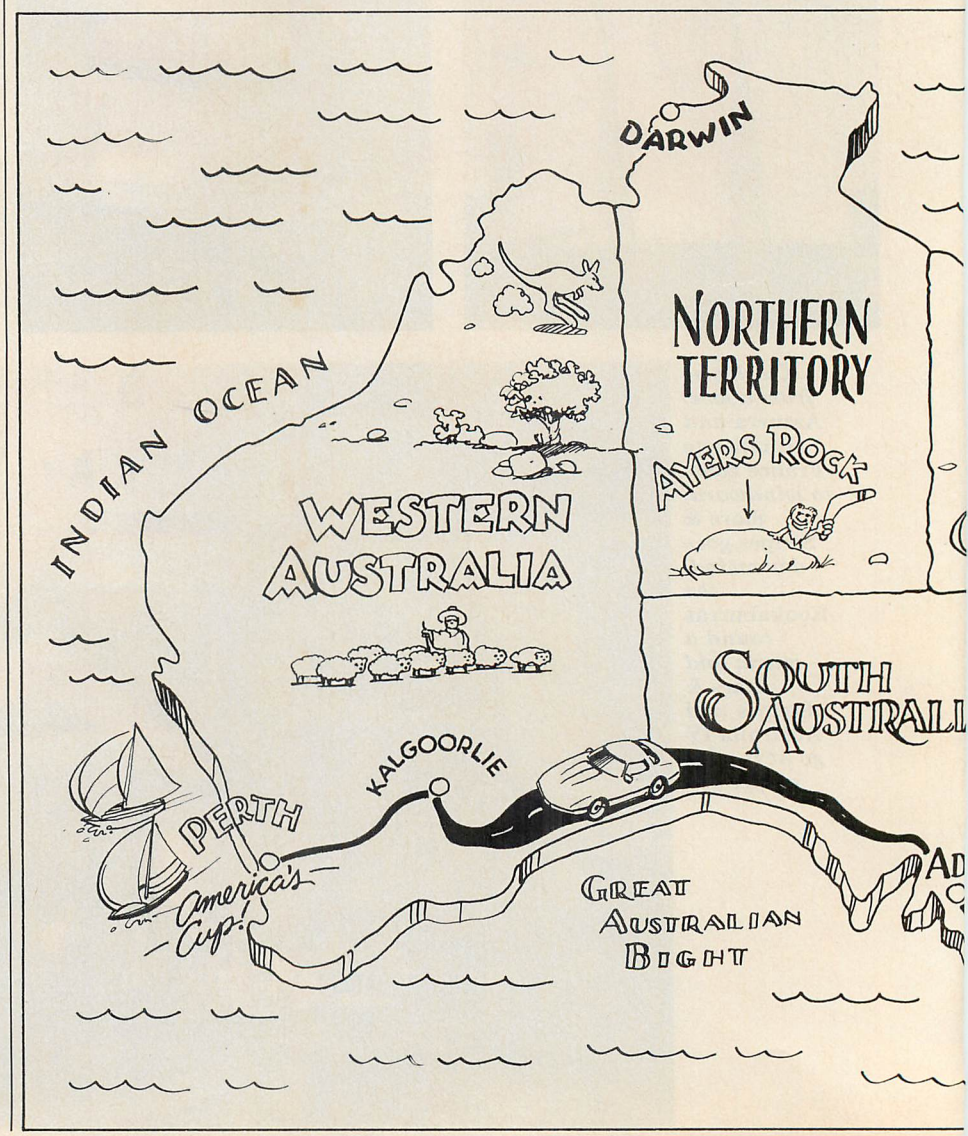
The cop sauntered up to Vic and said, "What was the reason for your excessive speed, mite?"

We stopped for unleaded at Cocklebiddy and soon reached a stretch of road that could pass as the World's Longest Dragstrip—a straightaway more than 100 km (60 miles) long. We felt like lashing down the steering wheel and taking a nap as if we were on one of the sailing yachts we'd driven so far to see.

Traffic was extremely light, but, as we exited the long straight, we came up behind a couple of slow moving vehicles, one pulling a "caravan" (trailer to you, bub). We nailed the gas and made short work of them, but, as we did, we noticed a car coming around the far bend. You're right, it was the Australian cops.

Lights flashed immediately, and, after they'd pulled us over onto the red dirt to the left of the roadway, the immaculately uniformed cop sauntered up to Vic, who was sitting nonchalantly in the passenger seat of the Vette, and said, "What was the reason for your excessive speed, mite?"

From my position behind the wheel, I looked across and said, "How fast were we going?" And the cop said, "I'm talking to the driver, mite." I then opined that, since I was holding the steering wheel in my hand, I could properly be termed the driver and, since the police had difficulty determining who was driving the car, they might also have had difficulty determining our true velocity. At this, both cops started to laugh, and they scolded us for not having a "left-hand drive" sticker on the back of our car. They finally let us off with just a warning to drive carefully,



Here we were as far east as Beijing and Singapore, cruising by McDonalds and Kentucky Fried Chicken

something we'd been doing all along.

As the noon hour approached, we neared Norseman, which, from the lettering on our maps, we took to be a real town, not just a gas station with rooms to let, and we eagerly anticipated a good meal after 750 miles in the wilderness. Well, no dice. I took a gamble (a bad one as it turned out) on the dreaded Australian hamburger, while Vic and Mark chanced the hot dogs. The hamburger arrived tasting like flannel, while the hot dogs came red as Santa Claus' suit and about as tasty. (For the remainder of the trip, we noticed bright red, half-eaten hot dogs littering the sidewalk everywhere.)

From Norseman, the road led north, rather than our accustomed west, until we were deposited into the old goldmining town of Kalgoorlie. Gold was discovered in the area in the early 1890s, and most of the buildings in the central business district date from that time. A rip-roaring, man's town for most of its life, Kalgoorlie has ridden the roller coaster of gold prices, fading as gold fell, reviving as gold rose. Now the town also has tourism going for it with attractions like the many gold mines still operating, the giant slime dumps (waste from the mines), and the quasi-legal brothels. (We also learned from Tourism Commission rep Ted Cockram that the Kmart is now open Saturday afternoons.) Many Perth residents seem to make Kalgoorlie a weekend vacation destination.

What that meant to us was we were finally within a day's drive of our ultimate destination, the America's Cup docks in Fremantle. We set off the next day eager with anticipation of arriving in a real city once again.

After a couple hundred miles, we finally left the scraggly trees behind for good, trading them for giant wheat fields. Towns began to appear, not big towns certainly, but huge metropolises compared to the civilization on the Nullarbor. We passed a tiny building of culture, which we labeled the Museum of Boring Things, and put the hammer down eager to get to our destination.

Quietly, almost too quickly, we were there. Though Perth is a city of a million people, its suburbs don't extend very far to the east, and so we cruised into town almost before we realized it. Suddenly, there were the supermarkets and the dress shops and the car dealers and the fast food restaurants that we've come to expect as the norm around any big Western city. Well, here we were as

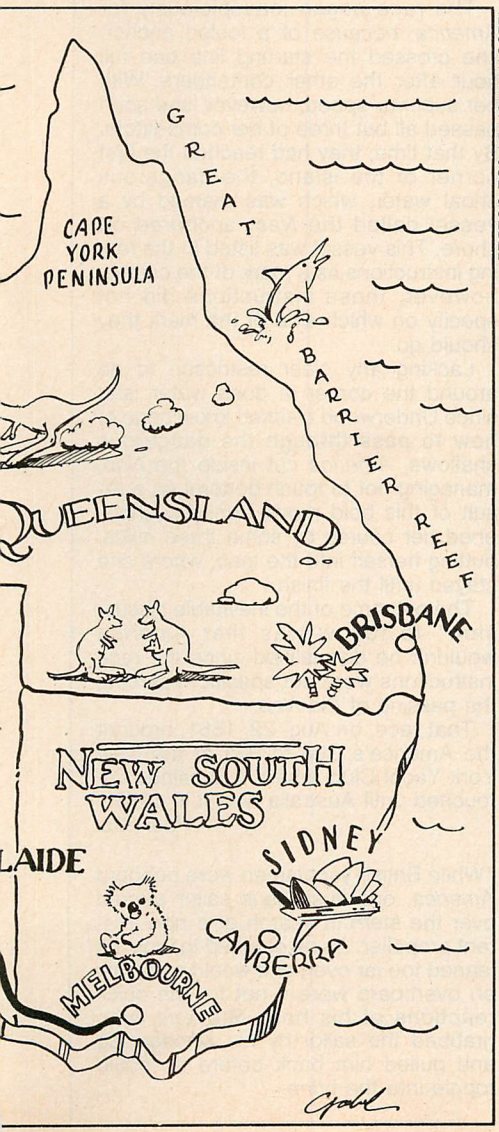
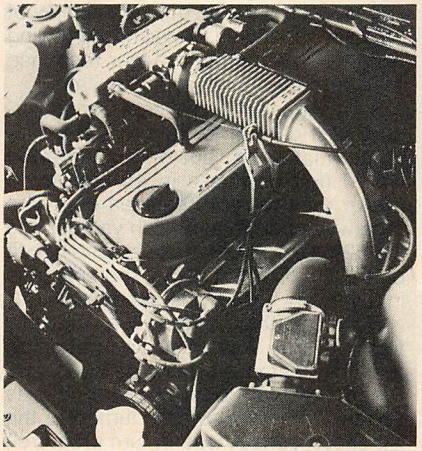
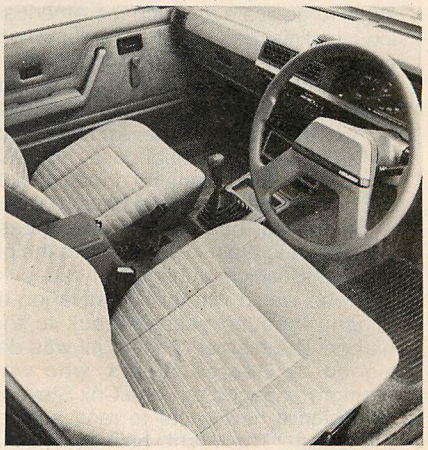


ILLUSTRATION BY JOE GOEBEL





The Holden Commodore Wagon proved its mettle as our chase vehicle. Its interior was quite accommodating for all our equipment, while its Nissan-built turbomotor allowed it to keep pace with our hardcharging Vette.

far east as Beijing and Singapore, cruising by the McDonalds and the Kentucky Fried Chicken. It was comforting and disconcerting at the same time.

With our destination in sight, we made haste toward the docks in Fremantle, where the America's Cup yachts were preparing for the shootout to come. From the top of a hill, we spied the Indian Ocean for the first time, then stumbled down the narrow one-way streets of Freo, as the natives call it, until we came smack-dab into the middle of it all. There were all the yachts—*Heart of America, Kookaburra, America II, Australia IV, Kiwi Magic, Stars & Stripes, French Kiss, USA, Azzurra, Eagle, White Crusader, Canada II.* It was a sailboat-lovers dream. Grinning ear-to-ear, we shook hands. "We made it," I said. "We made it."

We had come over 3000 miles across some of the most grueling terrain in the Southern Hemisphere, through wind and rain and hot sun, with a flat tire on the Vette and a blown fuse in the Holden our only mechanical maladies. The trip hadn't been easy, but the superiority of our vehicles had made it easy for us.

We spent the next several days in Perth and Fremantle hanging out at the docks and soaking up the sights of a city that is remarkably like a miniature Los Angeles. One day, we chartered a chase boat and followed the America's Cup contenders close-up, resulting in the photos you see on these pages. On another, we swam in the Indian Ocean, thankful for the bathing customs of the fair Australian lasses, and then, with Mark as the instigator, we somehow managed to sneak our way into the board room of the Royal Perth Yacht Club to see the America's Cup trophy. As the three of us stood alone with the Cup in that cozy little room, we couldn't help but look back on the thousands of miles we had traveled to reach that spot and think how singularly lucky we'd been.

The final day was sad because we had to turn in our two proud warriors—the stout Australian Commodore wagon and America's Chevrolet Corvette. Both cars had done yeoman service for us, and we were sorry to let them go. Three days of fun and frolic awaited us in the delightful city of Sydney before we caught the long plane ride home, but it was those days crossing the Nullarbor and our arrival at the docks of Fremantle I'll remember most. Thank you, Australia; I hope I can visit you and your friendly people again. MT

The First America's Cup Race

As the inventor of the T-shaped railroad track, which is still in use today, Col. John Stevens had amassed a huge fortune by 1830. The colonel's son, John Cox Stevens, found that yacht racing provided an excellent outlet for some of his excess energy and his father's excess cash.

Following the custom of the times, Stevens built and raced a series of his own yachts in New York Harbor. Finding competition among his other wealthy friends, they raced for wagers far in excess of the cost of the yachts themselves.

In 1844, Stevens and his friends formed the New York Yacht Club, a one-room cottage on the Hudson River. It was here the notion arose to challenge the British for the distinction of their heretofore unquestioned yachting supremacy. The Yankee intent, of course, was for American yachts to race British yachts one at a time, and to make the wager for each race on the same large scale to which the American industrialists had already become accustomed.

Stevens managed to wrangle an ambiguous invitation from England's Royal Yacht Squadron for the Americans to sail over, visit their clubhouse, and display "any improvements in shipbuilding" the Americans might have to offer.

The fastest boats found in any East Coast port in the mid-1800s were the pilot boats, which engaged in races to see who would win the lucrative job of piloting inbound vessels back to the harbor. The fastest of them all was designed by George Steers, who was promptly engaged by John Cox Stevens to design a new yacht to race against the British. The yacht, built by William Brown and christened *America*, was completed in May 1851.

With Stevens, pilot Dick Brown, and crew aboard, *America* sailed to Le-Havre, France, where her racing rigging was completed and her bottom refinished after the long Atlantic crossing. Immediately after, she crossed the channel toward England.

Upon approaching the English coast, however, a heavy fog developed, and *America* anchored for the night. When dawn came, the fog lifted to reveal the nearby coast lined with expectant enthusiasts. Also revealed was the yacht *Laurock*, one of Britain's finest. As *America* lay to her anchor, *Laurock* sailed back and forth, playfully challenging the *America* to an impromptu race.

Since the original purpose of *America*'s presence in England was to compete individually with British yachts for large wagers, it was surprising that *America* not only accepted the unwagered and unscheduled challenge, but then immediately left *Laurock* in her wake, showing a dominating turn of speed. After such an outward display of obvious superiority, it wasn't surprising that *America* found no eager response to its one-on-one wagering invitation.

As a cordiality, however, a London industrialist offered to race for an inconsequential £100, but only if *America* would first compete in an upcoming ocean race for a 100-guinea cup. The race was open to all British yachts, and the 53-mile course was to be one circuit of the Isle of Wight. Being the only race in town, the Americans accepted.

Now that they had a race, the only thing lacking was local knowledge of the tricky waters surrounding the island. Since the only local knowledge was British, *America*'s owners turned to the American consul, who in turn procurred Robert Underwood, a "reliable" British pilot.

The race began inauspiciously for *America*; because of a fouled anchor, she crossed the starting line one full hour after the other contenders. With her superior speed, however, she soon passed all but three of her competitors. By that time, they had reached the first corner of the island, the dangerous shoal water, which was marked by a vessel called the *Nab*, anchored off shore. This vessel was listed in the racing instructions as a mark of the course; however, these instructions did not specify on which side of the mark they should go.

Lacking any clear restriction to go around the corner in deep water, and since Underwood claimed knowledge of how to pass through the dangerous shallows, *America* cut inside the *Nab*, managing not to touch bottom! As a result of this bold move, *America* shortened her course by some three miles, putting herself into the lead, where she stayed until the finish.

The outcome of the inevitable discussion* to follow was that *America* wouldn't be disqualified since the race instructions were not specific regarding the passing of the *Nab*.

That race, on Aug. 22, 1851, brought the America's Cup to rest at the New York Yacht Club, where it remained untouched until Australia won it in 1983.

—Paul Sinz

*While British yachtsmen were onboard *America*, one suspicious sailor peered over the stern in search of a non-existent propeller. As he strained to look, he leaned too far over, and would have fallen overboard were it not for the quick reactions of his host, Stevens, who grabbed the sailor by his wooden leg and pulled him back before he could topple into the brine.

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1986 AUTO RACING HIGHLIGHTS INCLUDE

- "Big Daddy" Don Garlits, the 54-year-old patriarch of Top Fuel drag racing, at the wheel of a car which was so revolutionary there wasn't a production tire available for it, captured five victories in his successful defense of the NHRA Top Fuel World Championship.
- At the wheel of his Budweiser March, Bobby Rahal ended the season wearing both the laurels of victory from the Indianapolis 500 and the 1986 CART/PPG Indy Car World Series crown — a fitting memorial to his mentor and team owner, Jim Trueman, who died of cancer only eleven days after the Indy 500.
- Shirley Muldowney returned to the Top Fuel confrontations after her 20-month recuperation from devastating injuries.
- Wally Dallenbach, Jr. scored his second consecutive SCCA Bendix Brakes Trans-Am Championship as the manufacturers' competition escalated into full-scale, bare-knuckle, warfare reminiscent of the '60's.
- The 1986 IMSA Camel GTP Champion, Al Holbert, finally added victory of the 24 Hours of Daytona to his many successes.
- Dale Earnhardt transformed his position of NASCAR Winston Cup "official bad boy" into the 1986 NASCAR Winston Cup Champion.
- Mark Martin recaptured the ASA Racing Series Stock Car National Championship—his fourth.
- Richard Petty took his 1000th green flag.
- Two new series, the ARS and The Barber Saab Pro Series, were introduced to American fans.
- Rick Mears, driving a March-Chevrolet at Michigan International Speedway, set a new closed-speed record of 233.934 MPH.

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"American racing cars speeding, turning, running Indian file, powersliding on dirt, drifting across pavement, flying high in the desert, cavorting through the rain, and generally doing everything else imaginable, including smoking, spinning, sometimes crashing."

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A Little Dark Reading

by Scot Harrison

ILLUSTRATION BY ROBERT W. PATTISON

Everything you ever wanted to know about tires (and possibly more) is molded right into the sidewall of the tire. Sidewall labeling shows the name of the tire, its size, maximum load-carrying capability, maximum inflation pressure, safety warnings, and other important information.

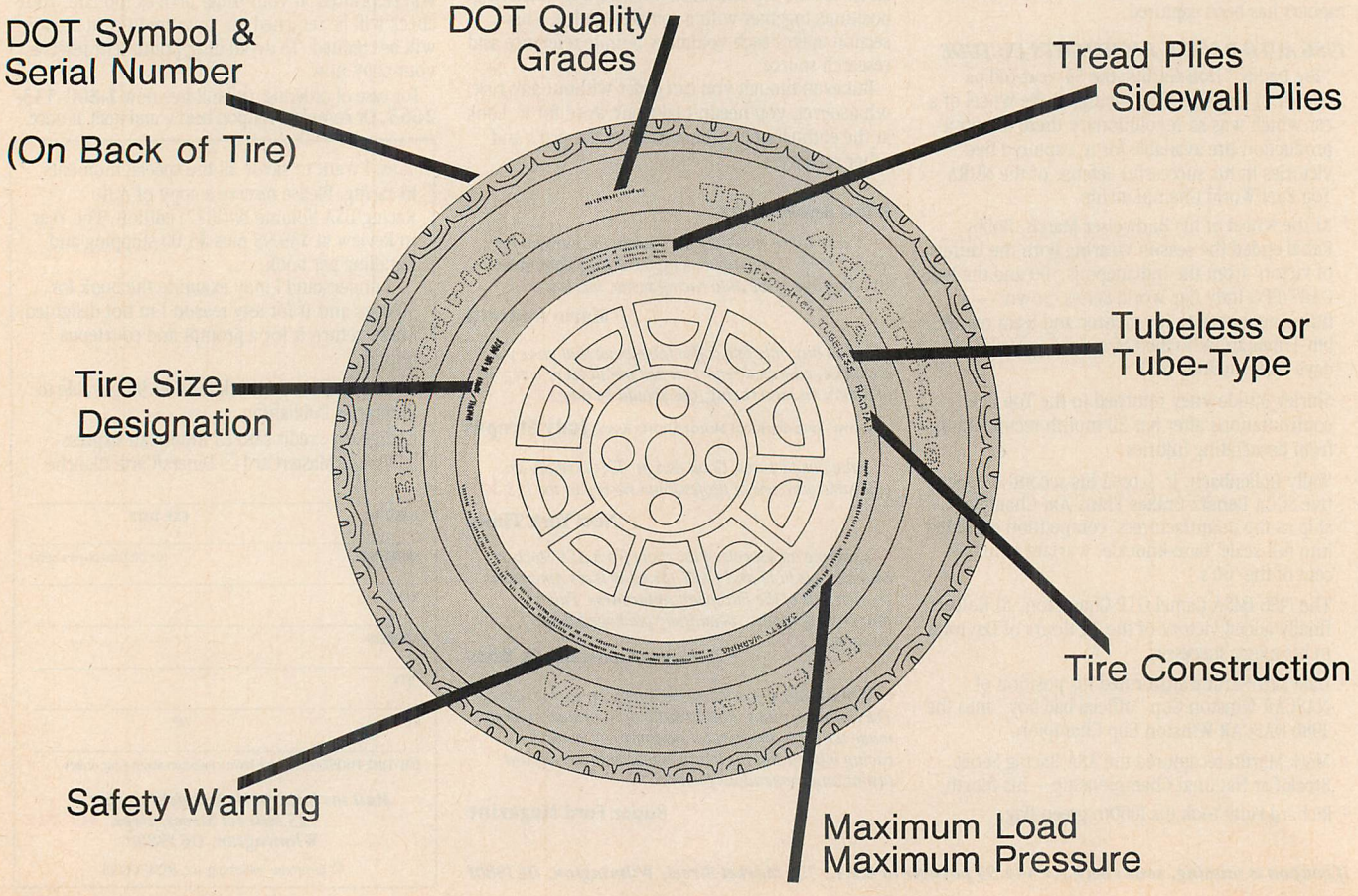
A typical passenger car tire may show P195/75R14 on the sidewall. The letter "P" indicates that it is a passenger car tire; "195" the width (in millimeters) of the tire cross-section; "75" the aspect ratio of the tire (in this case, "75" means the tire is 75% as high as it is wide); "R" indicates the tire is of radial-ply construction; and "14" is the diameter of the rim in inches. If there is a "B" in place of the "R," it indicates the construction of the tire is belted bias, and a "D" means the tire is traditional bias or diagonal construction.

The maximum load is shown in both pounds and kilograms (kg). The maximum inflation pressure is shown in pounds per square inch (psi) and also in kiloPascals (kPa), the metric measure of tire pressure. A typical OE or replacement tire may read, "Max. Load 635 kg (1400 lb) @ 240 kPa (35 psi) maximum pressure." For normal use, drivers should follow the inflation pressure recommendations found in the vehicle owner's manual or on the vehicle tire information placard.

The letters "DOT" certify that the tire is in compliance with all applicable safety standards established by the U.S. Department of Transportation. Adjacent to this is a tire identification or serial number. The first two characters identify the tire manufacturer; the remaining characters identify size of the tire, type of tire, and date of manufacture. The tire also will be marked "Tubeless" or "Tube-type," whichever applies. Any combination of the letters "M" and "S" (such as M/S) indicates the tire meets the Rubber Manufacturers Association definition for a mud and snow tire.

When buying new tires, be sure your name, address, and tire identification number are recorded and returned to the manufacturer or its representative. Tire registration enables the manufacturer to notify you in the event of a recall.

The sidewall also shows the type of cord and the number of plies in the tire. A typical radial passenger tire might be labeled "Tread: 6 plies rayon, sidewall:



THIS COULD BE THE MOST COMPREHENSIVE ROADSIDE ASSISTANCE PLAN EVER DEVISED.

If you own a Volvo you are now eligible for a remarkable plan called "On Call."SM

This program is offered free of charge to the owners of all 1987 and 1986 Volvos.

For a period of three years, new Volvo owners are entitled to everything from free roadside assistance or towing to reimbursement for food and lodging if an accident ever hangs you up overnight.*

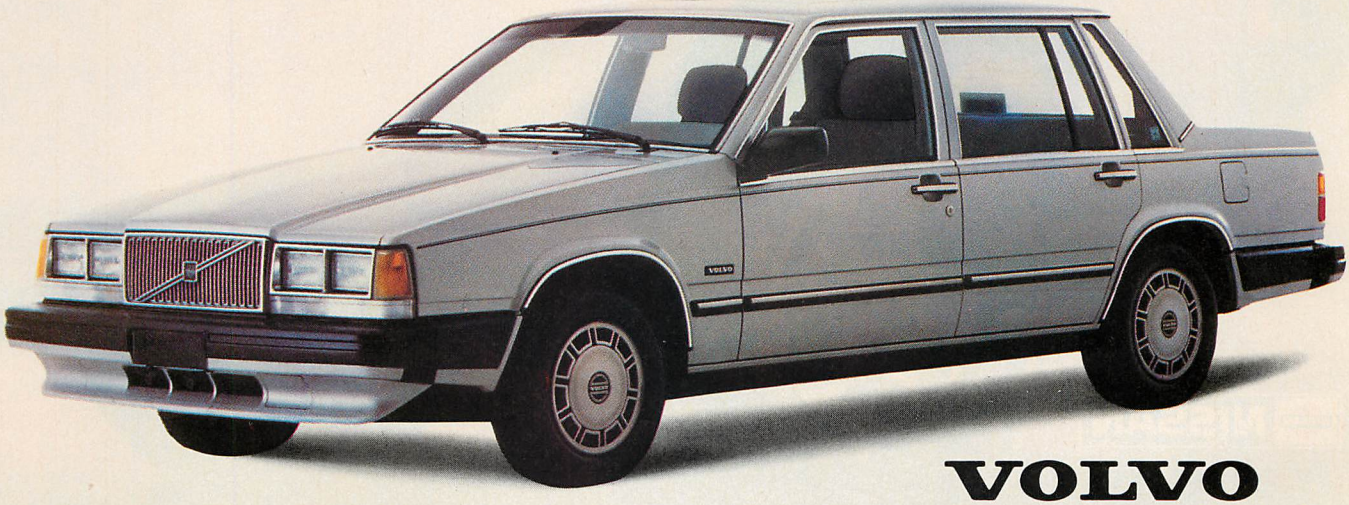
And for the owners of all other Volvos—no matter what year—the program's available on a yearly basis for a nominal fee.**

With a car as reliable as a Volvo, you may never have to find out how good our emergency services really are.

But it's nice to know they're there.

It's also nice to know that one car company realizes that its responsibility to you as a car owner doesn't end when you walk out the door.

THIS IS WHY YOU MAY NEVER NEED IT.



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SM "On Call" is a service mark of Volvo North America Corporation, and is offered in cooperation with The Amoco Motor Club. *Food and lodging reimbursement not available to residents of New York State. **Your local Volvo Dealer can tell you about the many valuable features of the On Call Plan as well as any limitations or restrictions that may apply. California residents who own 1985 and older Volvos are not eligible for the plan. © 1986 Volvo North America Corporation

NISSAN PA
BEST 4X

4X4 OF THE YEAR. 4 WHEEL & OFF-ROAD MAGAZINE

"..Pathfinder...outstripped the rest of the pack."
"True on- and off-road versatility."
"When we strapped ourselves behind the wheel and took a good look and feel around, the Nissan truly moved to the head of the 1987 class. It won the interior judging.."
"..the ponies start galloping as the RPM increases."
"If you're after the overall best new 4x4 for 1987, the Nissan Pathfinder is it."

NISSAN NISSAN

ATHFINDER.
4 BY FAR.

FOUR WHEELER OF THE YEAR. FOUR WHEELER MAGAZINE

"..Pathfinder won every performance section of the Four Wheeler of the Year shoot-out."
"It has the wheel travel to climb rocky hills."
"..the suspension and gearing make it easy to challenge some nasty stuff with the driver feeling at ease."
"..sports car handling and a Cadillac ride."
"Nissan's interior is like a car, not a four wheeler."
"Pathfinder won the 1987 Four Wheeler of the Year award going away."

The Nissan Pathfinder SE is setting a new standard in on/off-road driving adventure. It delivers the ride and comfort for five you'd expect in a luxury car. While at the same time, its V-6 power and super ground clearance give it all the guts you demand in a 4x4. Experience it and see why Pathfinder is the best 4x4 by far.

THE BREAKTHROUGH IS PATHFINDER.

THE NAME IS NISSAN

Everything you ever wanted to know is written on the side of the tire you buy

2 plies rayon." This indicates tire ply composition and materials used. The tire sidewall also shows the grades assigned by the manufacturer under DOT's uniform tire quality grading system.

Before the auto and tire industries began converting to the international P-Metric system, tires were marked with "alpha-numeric" sizes. Some alpha-numeric tires are still in the market. In that size designation, the lower the letter in the alphabet ("A," "B," etc.), the smaller the tire size and load-carrying capability of the tire at a given pressure. (Load and inflation information for popular auto tire sizes may be obtained, free of charge, by sending a stamped, self-addressed business-size envelope to "Tables," Tire Industry Safety Council, Box 1801, Washington, D.C. 20013.)

Prior to alpha-numeric sizes, tires were marked with numerical designations such as 7.75-14. The first number represented the cross-section width in inches; the second was the diameter of the rim (wheel).

Construction Basics

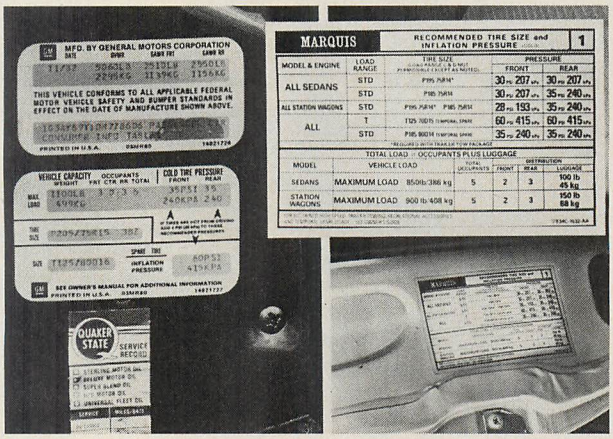
There are basically three types of tire construction. Tire buyers had only one choice, bias ply, until 1965, when BF Goodrich introduced the first American-built radial. Today, all American-made cars come equipped with radial tires.

Bias-ply tires, still available today, are constructed with two, four, or more plies (layers of fabric) with the cords in the individual plies running in a diagonal, or bias, direction. Bias ply tires required the use of inner tubes to hold air until 1947, when the first commercial tubeless automobile tires were first introduced in 1966. The belted-bias construction incorporates the bias-ply construction but adds two or more reinforcing belts under the tread. By 1969, belted-bias tires had become the OE tire on most American-made cars.

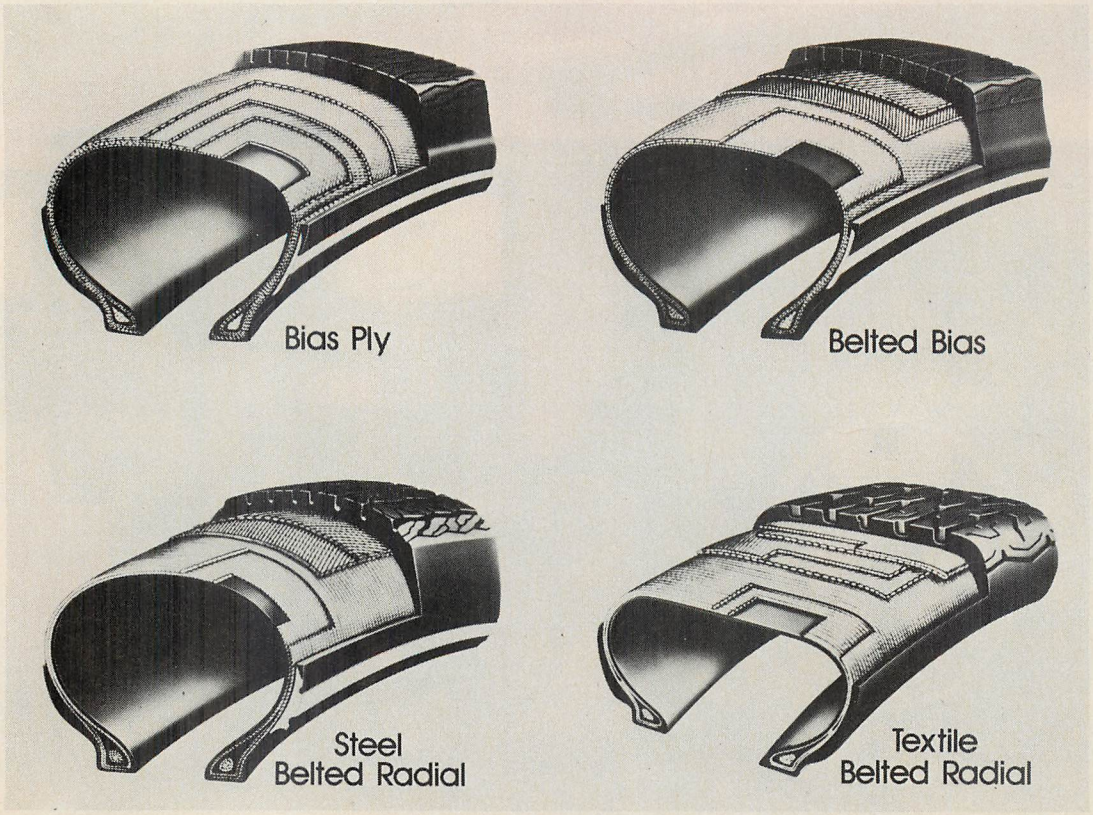
Radial tires feature the tire body cords running at a 90° angle from the direction of travel. The belt plies run circumferentially under the tread, constricting the radial-ply cords to add rigidity to the tread.

Materials

Bias-ply tires are manufactured with cords of polyester, nylon, or rayon. Belted-bias tires have polyester and nylon cords used with fiberglass, rayon, or steel belts. Radial tires are produced with cords of polyester, nylon, or rayon, used in combination with belts of steel, fiberglass, rayon, or Aramid.



Inflation pressure recommendations are listed on the tire placard, usually attached to the glovebox door, the door jamb, or the door edge.



The three basic types of tire construction are bias ply, belted bias, and radial ply. Both steel-belted construction and textile-belted construction are shown here.

MICHELIN INTRODUCES A FASTER ACCELERATOR FOR CORVETTES.

Like many people, we car buffs at Michelin consider the Corvette undoubtedly one of the greatest American-made performance cars.

It is our belief, however, that no tire has really been able to take complete advantage of its peerless performance.

Enter the new Sport XGT Plus.

If there was ever a performance tire that could legitimately be called a breakthrough, this is it.

Because it actually breaks through the 1g. barrier.

Until now, this achievement typically had been the domain of racing-modified cars equipped with specially modified tires.

The Sport XGT Plus (in Michelin skid pad tests) shattered the 1g. barrier on a 1986 production Corvette.

The Sport XGT Plus (P315/40 VR16) fits standard Corvette 9½" rims. Translation: now without changing your wheel, you can have a tire that's wider than the one that's already on it.

The Sport XGT Plus puts a bigger, fatter footprint on the ground. What's more, under hard cornering, the tire's two outside pairs of tread ribs squeeze together.

Creating an even wider and more stable footprint.

The really amazing thing is, the bigger Sport XGT Plus weighs two pounds less than the smaller original equipment tire.

Which means greater riding comfort, less heat buildup, better performance and wear.

The new Sport XGT Plus provides exceptional response, control, handling and acceleration.

Enabling you to enjoy the full measure of performance your Corvette was designed for.

There's one thing more. While the Sport XGT Plus helps to make the Corvette a faster car, we'd like to take this opportunity to thank Corvette for helping to make the Sport XGT Plus a faster tire.

MICHELIN SPORT XGT PLUS

MICHELIN®
BECAUSE SO MUCH IS RIDING ON YOUR TIRES.™

YOU CAN PUT A LOT INTO IT. EXCEPT WHEN YOU BUY IT.

The lowest priced pickup in America is only $6299.* It's only from Isuzu. And we even load it for you, right at the factory.

With independent double-wishbone front suspension for stability. A body and frame that's welded, not bolted. Power front disc brakes. And six-stage electroplated paint tough enough to withstand a 36-month limited warranty.

There are 17 P'UPs to choose from, including several rugged 4x4's along with our versatile Spacecab. There are two state-of-the-art engines, gas and diesel.

With gas you can expect mileage figures as high as 25 MPG city and 31 MPG highway.** With diesel, expect better.

And with both, expect world-proven toughness, demonstrated over 73 years on some of the worst roads through some of the most treacherous climates in over 100 countries.

That's a lot to put into any truck. Especially when you're only putting in $6299.

*Except Hawaii. Mfr. suggested retail price P.O.E., excluding tax, license and transportation fee. Prices as of 1/1/87 and subject to change. **Estimated EPA figures for comparison. Mileage may vary. Actual hwy. mileage will probably be less. CA ests. lower. Limited warranty. See dealer for details.

Buckle up — for life!

The First Car Builders of Japan.

ISUZU

Oldsmobile Delta 88

The world certainly has changed since Ransom built cars

by Don Fuller

PHOTOGRAPHY BY JIM BROWN

Yes, the world has changed. In the car business, things have changed so drastically that what was the norm 20 or so years ago is now hopelessly old-fashioned at best, silly at worst. With that in mind, after living with the Delta 88 Royale Brougham Coupe for a while, I can't get rid of the gnawing feeling that some of the people who work for the nameplate Ransom E. Olds founded haven't looked at a calendar in at least two decades.

The problem is that this iteration of the very popular Delta 88 combines contemporary handling with a distinctly stuck-in-the-'60s interior. Because we like American cars, writing this is not a painless experience.

But then, riding in it wasn't exactly a painless experience, either.

A weekend drive to Palm Springs seemed to be a perfect job for the Delta 88 Royale Brougham. If there is a place the Olds should fit in, it should be Palm Springs, but upon arrival only two hours later, both my wife and I were aching, literally, to get out. The seats were the most uncomfortable we had sat on in years, and gave us naggingly painful backaches.

For us, that "Special Feel in an Oldsmobile," as the ad guys put it, was a pain in the back.

What's happened is Olds has given us a family room on wheels instead of a car. If you flop your body into the bench seats, sort of drop yourself into the cushions and tufting as you would on a sofa, maybe they work okay. Maybe they work fine on the showroom floor. But, for driving the car, they were awful—poor support. The upper edge of that pillowy cushion got me right below the shoulder blades, and the six-way power adjustment didn't help. That's a shame because under its '60s-style skin, the car is mechanically very good.

The Delta 88 is one more of GM's front-drive sedan configurations, in essence, the same car as the Buick LeSabre, slightly smaller than the

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Under its '60s-style skin, the car is mechanically very good

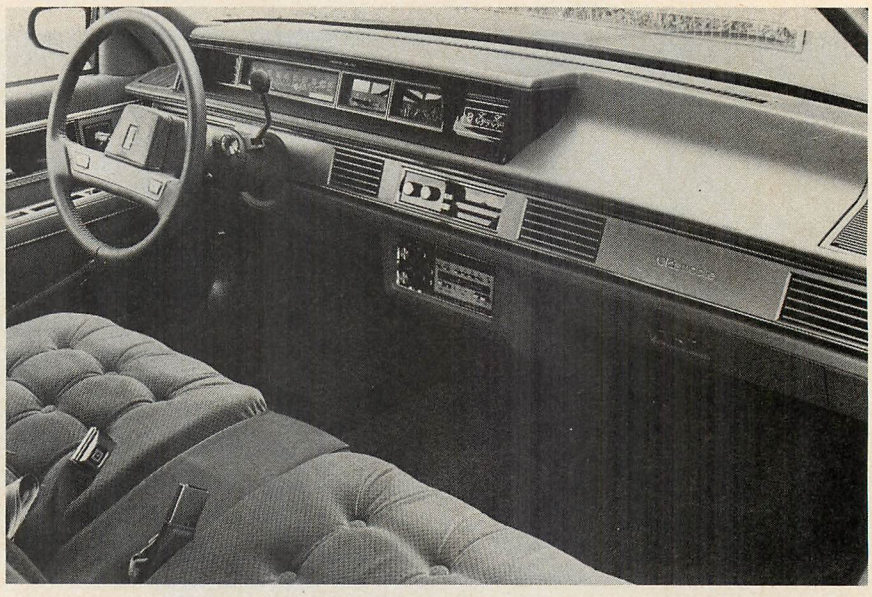
Olds 98 Regency, bigger than the Olds Ciera. You can have the Delta 88 Royale in a 2-door coupe or 4-door sedan, and in either standard or Brougham trim levels. The standard engine is the Buick-built 3.0-liter V-6, but ours had the optional 3.8-liter version, which was clearly the nicest part of the car. The engine mounts transversely and drives through a 4-speed automatic overdrive transmission. The chassis is all-independent, with struts in front and back located by well-triangulated lower control arms and coil springs. Steering is rack and pinion, power assisted.

It's wrapped in a body shell in the current GM styling idiom, which is to say, neat and clean but stodgy. At least the semi-fastback rear window—only on the coupe—is a welcome improvement on the chopped, nearly vertical look of most other GM sedans, and the car's appearance is pleasant enough. But, while GM styling seems mired in the past, the competition is charging along in the here-and-now with such examples as the Taurus/Sable, Audi 5000, and a gang of others, from big to small, from near and far.

The Olds' interior is at least commodious; there's room for six people with a good chance their heads won't be jammed into the ceiling. The trunk is mighty big also, and, although I don't play the game, it probably could hold several golf bags.

According to track testing, this Olds makes it to 60 mph in 10.4 sec, hits the quarter-mile mark in 17.83 sec at 76.9 mph, stops from 60 in 149 ft, and sticks well enough on the skidpad to corner at a very commendable 0.81 g. These numbers represent healthy performance. It's probably a lot more than Delta 88 buyers will expect or, for that matter, use, but it's nice to have. Additionally, EPA fuel economy estimates for this car show it to be fairly thrifty, with 19 mpg city, 30 highway.

The window sticker of our test car listed a base price of $13,461, which



Although chrome trim has been scaled back somewhat, the basic interior design is clearly a carryover from earlier times. The plushy upholstered bench seats provide precious little lateral support.

MITSUBISHI

The sensation between here and there.

To satisfy those given to spontaneous fun often requires the most disciplined patience. For proof, consider the Mitsubishi Montero.

Montero's designed to give new freedom to your imagination. Patiently crafted with all the power of 2.6 liters, the independence of both 2- or 4-wheel drive and plenty of room for all your cargo. Even if all you're carrying is an impulsive imagination.

Montero's five-speed manual overdrive transmission and fully independent front torsion bar suspension help you navigate the shortcuts with confidence and ease. While its hefty all-terrain radials give you the ground clearance you need when you take the high road.

Of course in town, Montero still knows how to be a perfect gentleman. Its ergonomically shaped interior includes reclining front bucket seats and plush carpeting. And to make sure that cruising downtown is just as easy as cruising the backroads Montero comes equipped with power assist steering and power assist vented front disc brakes.

The Mitsubishi Montero. With prices starting as low as $9889,* it's not only a unique experience but an exceptional value. Patiently crafted to transport your imagination from here to there... even if there is nowhere.

*Mfrs. Suggested Retail Price. Taxes, license, freight, options, other dealer charges extra. Call 1-800-447-4700 for your nearest dealer.

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MONTERO

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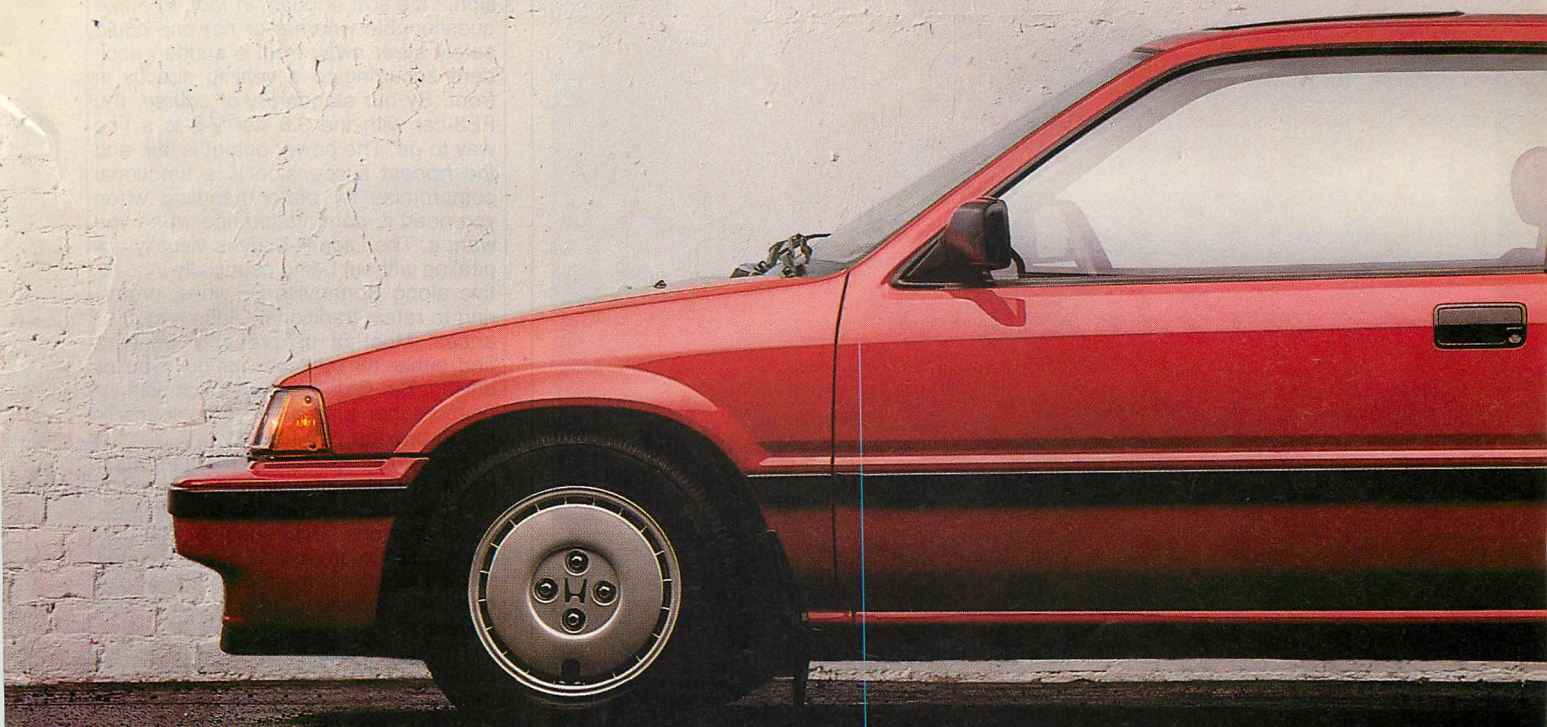
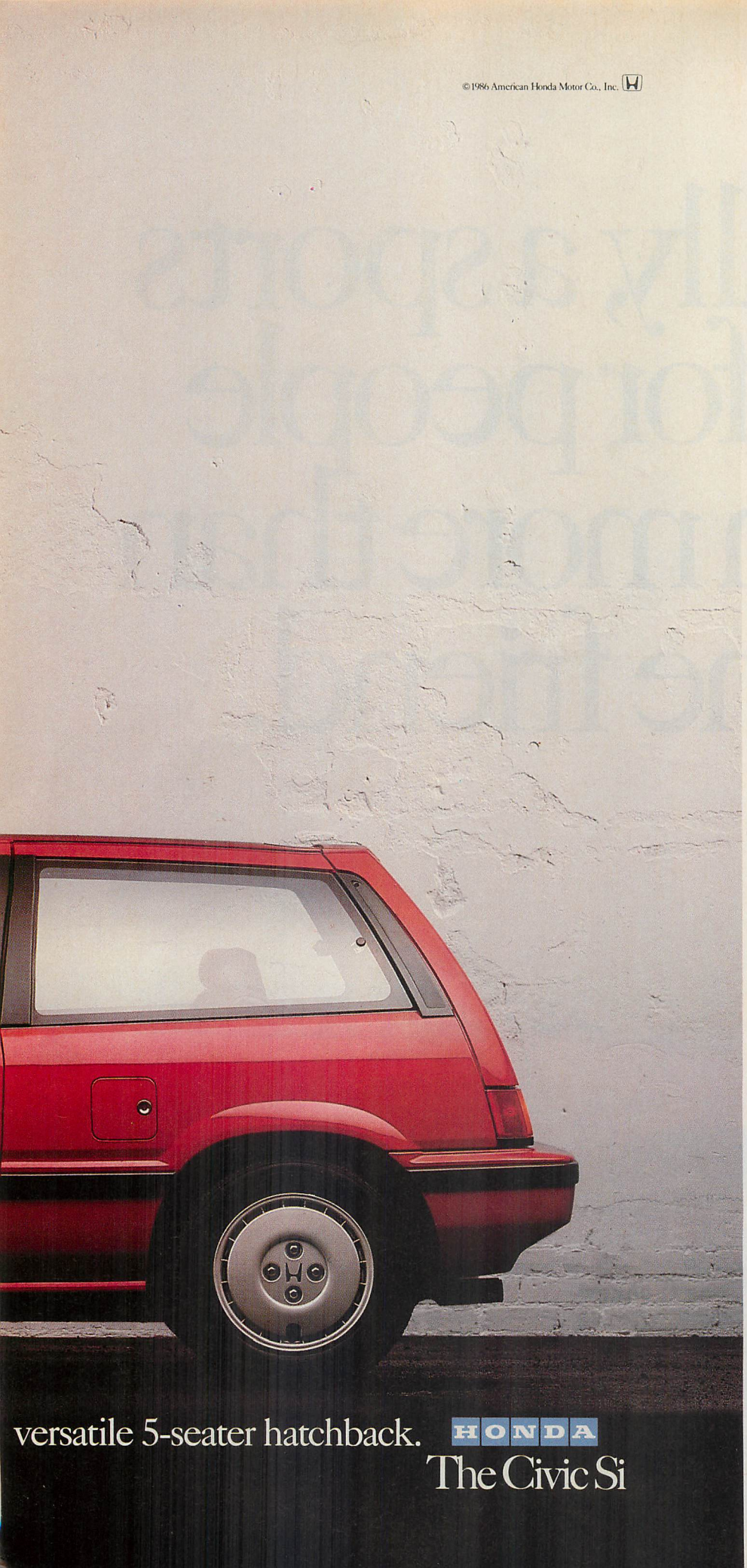


The 12-valve, 1.5 liter OHC, 91 horsepower, fuel-injected, 5-speed,

© 1986 American Honda Motor Co., Inc.



Oldsmobile Delta 88

undetectable, with a well-isolated ride that was plenty soft and smooth, and steering with average feel. I suspect this is how Oldsmobile figures its long-time customers like things.

The more assertive suspension might, on the face of it, appeal to those oh-so-desired Yuppies who have been staying away from American

SECOND OPINION

The Delta 88 graphically illustrates that there are very few totally black-and-white issues anymore. We're free in this country to like or dislike anything, and the freedom to disagree is one of America's fundamentals. We journalists enjoy particularly strong freedom to dissent as we see fit; one of the elemental common-law defenses against libel, for example, is a provision for "fair comment and criticism." That's a generous umbrella. Consequently, Don Fuller disagrees with Oldsmobile, *and I disagree* with them both.

I've driven two versions of the '87 Delta 88, the basic car and a model equipped with FE3 suspension bits. The basic car inexcusably bottoms out over average potholes, and truly personifies the concept of "marshmallow suspension." It's soft enough, in fact, to make questionable whether or not one could safely steer away from a sudden accident occurring to a vehicle directly in front. By our standards, of course, the FE3-car with the 3.8-liter V-6 is a fine way to go. The power output is fair, and the honest suspension is a functional compromise for better handling when you need it, comfortable ride when you want it. The Olds H-body is visually appealing without being especially innovative along Bonneville SE lines, preferring to retain traditional Olds styling nuances. Most of us probably wouldn't find either 88 optimum for our type of driving. But Olds has lost touch with little more than a segment of driver unwilling to buy the car, anyway.

The whole confusing reorganization issue at General Motors is about slotting cars less against paper enemies—sister divisions—than against other corporations. Oldsmobile is being prepped to be a middle-of-the-road outfit, whose cars will appeal to middle-of-the-road buyers.

The new Delta 88 is just such a targeted middle-of-the-road automobile, though one whose seats could honestly use real supporting structure even for traditional Oldsmobile drivers. It's true these people normally do not accelerate, corner, or brake in our firehouse manner. In a Delta 88, though, one has neither the desire to drive like Fangio nor, frankly, the car in which to do so.

—Daniel Charles Ross

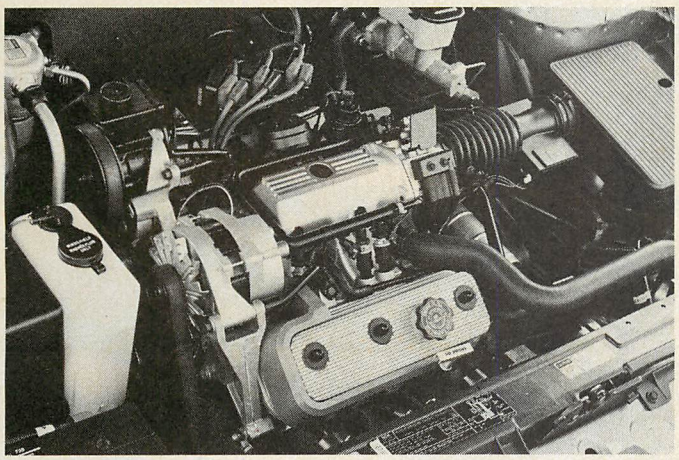
This car is pointed straight and true at those straight-and-true hearts who have been buying Oldsmobiles for decades

cars in droves. But what self-respecting Yuppie would be seen in an Olds Delta 88? Or what guy who cares about handling? Beats me. Because, while the overall performance level of this car isn't at all bad—especially helped by the willing, responsive engine—and the handling is decent, this car is pointed straight and true at those straight-and-true hearts who have been buying Oldsmobiles for decades. And, if we are to know them by how they spend their money, they are those who care about a car not at all except that it approximate their living room.

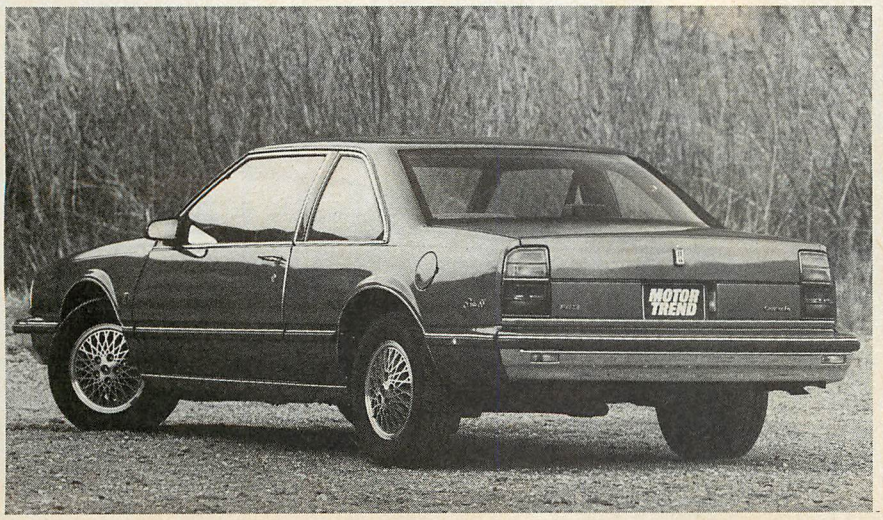
Of course, living rooms don't have steering wheels. The Delta 88 does, although it's one of those silly, slick and hard plastic rims that I thought went out 15 years ago. The electronic gear indicator lags noticeably behind the actual movement of the lever itself. To open the trunk by the remote release, the ignition key must be not only in but *on* as well, and the button is inside the glovebox. For that much trouble, what's the value of a remote release? There was an uncharacteristic summer rainstorm one afternoon, and the wipers wouldn't move smoothly across the glass, but instead hopped, skipped, and jumped through their arcs. I wouldn't excuse that on even the cheapest car from the Third World.

The ergonomic chaos is so prevalent that the driver's door armrest partially obscures the parking brake release, so you either release the brake while the door is still open (not something I'd recommend), or must finagle your hand and fingers down into a confined space where you have very little mechanical leverage with which to work.

In short, with the exception of a few graphic indicators for some functions and a steering column stalk for directionals, wipers, washer, and cruise control, there is almost no indication of contemporary ergonomic thought. If only the controls and interior could match the promise of the drivetrain and suspension, Oldsmobile would have something. MT



The nicely turned out 3.8-liter V-6 residing underhood makes 150 hp and lets the Delta 88 run from 0-60 mph in a very respectable 10.4 sec.



Range Rover

continued from page 82

Range Rovers will be available from only 35 specialized dealers in 1987, to 65 dealers expected by 1988.

Hughes is realistic about the 3000-unit sales potential for a $30,000 luxury/off-road vehicle in the U.S. and about how the vehicles will be used. "We are selecting our dealers carefully and making certain the parts and service operations are in place before the first Range Rover is sold," he explained. Range Rover service personnel will be trained at the factory in Solihull, with follow-up training at the company's headquarters in Lanham.

Hughes' selection of Caterpillar Inc. to handle the warehousing and parts shipment for Range Rover is interesting. Caterpillar will fulfil Range Rover parts requirements from its 1.1-million-sq-ft warehouse in Memphis, Tennessee, which is a major air-freight hub for the U.S. It makes sense, but we can't see too many Range Rover buyers wearing "Cat" caps. According to Range Rover North America, no customer should have to wait more than 24 hours for a part if it's in the country. At $30,000-plus, these buyers will not put up with any wait for parts or service, and Charles Hughes and his team in Lanham are well aware of that.

With a chance to try the Range Rover on its home turf, we came away impressed. Next, we'll give it a go in the U.S. on *Motor Trend* turf to see just how well English translates into American. We're betting the Range Rover, after conquering the world, will find lots of "subjects" here in the United States. MT

TECH DATA

Range Rover

POWERTRAIN

Vehicle configuration	Front engine, 4wd
Engine configuration	V-8, OHV, 2 valves/cylinder
Displacement	3528 cc (215.0 cu in.)
Max. power (SAE net)	150 hp @ 4750 rpm
Max. torque (SAE net)	195 lb-ft @ 3000 rpm
Transmission	4-sp. auto.
Final drive ratio, f/r	3.54:1

CHASSIS

Suspension, f/r	Live axle/live axle
Brakes, f/r	Disc/disc
Steering	Worm and roller, power assist
Wheels	16 x 7.0 in., alloy
Tires	P205/70R16

DIMENSIONS

Wheelbase	2540 mm (100.0 in.)
Overall length	4450 mm (175.0 in.)
Curb weight	1952.0 kg (4303 lb)
Fuel capacity	79.5 L (21.0 gal)

BASE PRICE	$32,000 (est.)
PRICE AS TESTED	$32,000 (est.)

New Dodge Daytona Pacifica. Turbocharged. Performance suspension. Front-wheel drive. We gave it the works. So you can give it a workout.

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Dodge 7/70

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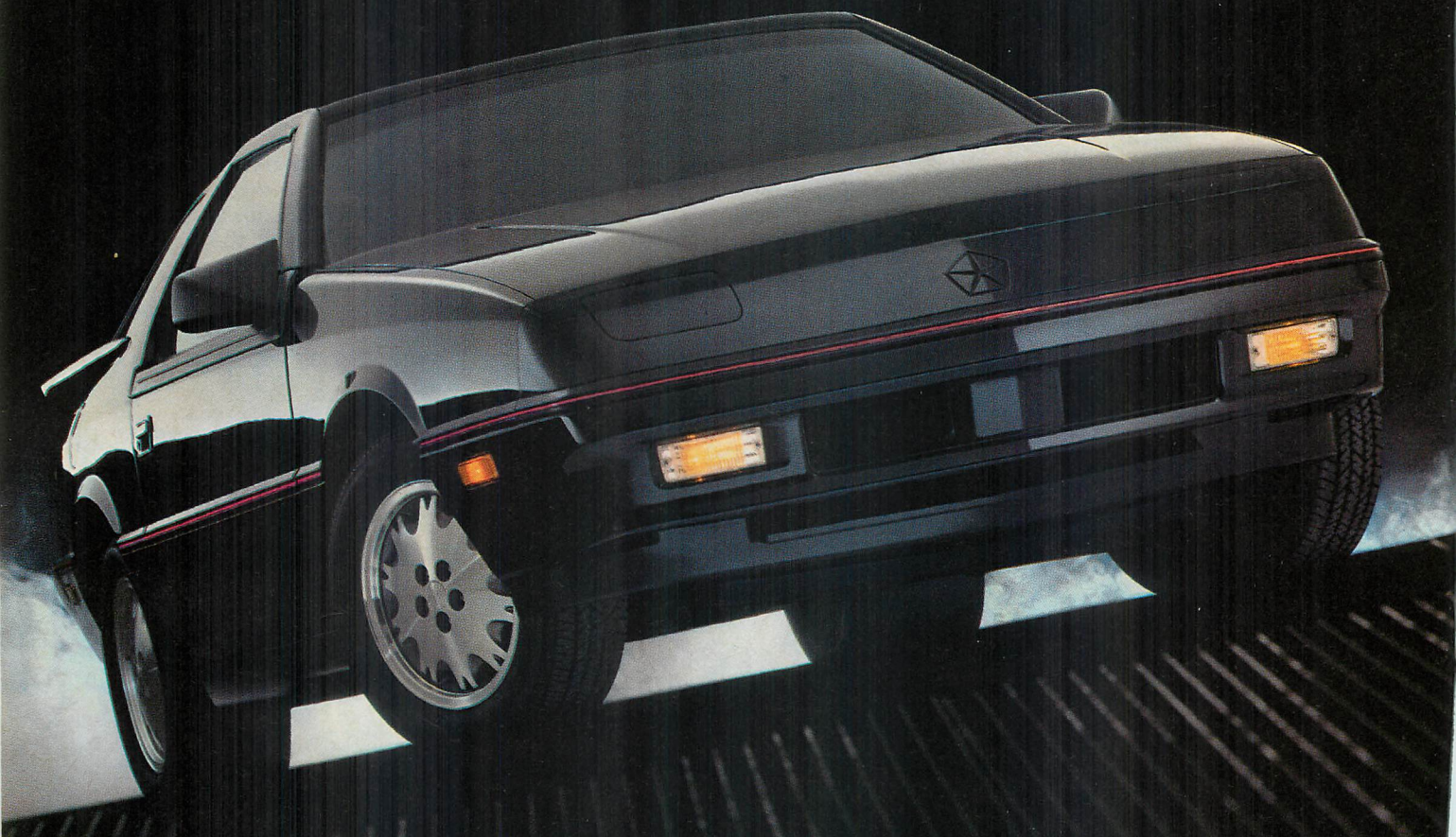


Chrysler Motors. Best built, best backed American cars and trucks.*

*Based on survey of owner problems with 86 cars & light trucks (combined) sold Oct.-Nov. 85 (5 mos. avg. usage) and a warranty comparison of competitively priced models for vehicles designed & built in No. America. See 7/70 powertrain & 7/100 outer body rust-through limited warranty at dealer. Restrictions apply.

BUCKLE UP FOR SAFETY.

Chevrolet Pickup

Country gentleman, street terror

by Daniel Charles Ross

PHOTOGRAPHY BY THE AUTHOR

Our image of the country gentleman has always been based largely on a sort of cross between KFC's Colonel Sanders and Rhett Butler. He's the kind of chap who is quiet but not demure, refined without being wimpy, and probably comfortable even under the most trying circumstances. Those attributes, coincidentally, now describe the 1987 full-size Chevrolet pickup trucks with shift-on-the-fly 4wd. Except the new pickup now embodies traits that more accurately make it a cross between Colonel Sanders and an army commando.

The full-size pickup has been lost in the white noise of mini-truck hype almost since the small trucks debuted. The success of the S-10 and Ford Ranger small trucks attest in part to the growing popularity of the pickup for urban use. At the same time, the small trucks seemed to confirm a notion that the full-size pickup was merely a work vehicle. We've seen the pickup-as-personal-transportation theme grow, and more trucks than ever are being purchased for that reason. Even the brawny all-wheel-drivers are more attractive than ever, because shift-on-the-fly 4wd (pioneered in pickups by small trucks) removes the distaste city dwellers may have harbored for having to climb down and manually lock front hubs when driving conditions deteriorated.

The development of full-size pickups has caught up with passenger cars. New instrument treatments and interiors make the Chevrolet C/K's (C-models are 2wd, K-models 4wd) surprisingly civilized. And much of the old enthusiast prejudice against a personal truck quickly evaporates on a test drive. Sure, it remains true that a pickup isn't for everyone; neither, on the other hand, is the Corvette.

The fresh Chevy pickup boasts a new independent front end, clean, attractive sheetmetal, anti-lock rear brakes, and even a Muncie-Getrag MG290 5-speed manual gearbox. Performance? Baby, we got *engines* here. The standard engine in Chevy's new pickup is its 160-hp 4.3-liter V-6. The options range dizzyingly skyward from there. Note that in truck parlance, the engine choice is predicated on the vehicle's use—the higher the gross vehicle weight (GVW), the bigger the engine should be. Engines can be specified that will make it flat impossible to leave a stoplight in a socially responsible manner.

We chose to profile the up-level 4wd short-box with a 5.7-liter V-8 of 210 hp. Other options begin at a 175-hp 5.0-liter, and, excluding two diesels, go to a 7.4-liter 235-hp powerhouse. Even the truck engineering folks referred to it as the "mountain motor." The transmissions are equally varied; a manual 4-speed and 5-speed/overdrive are offered, comple-

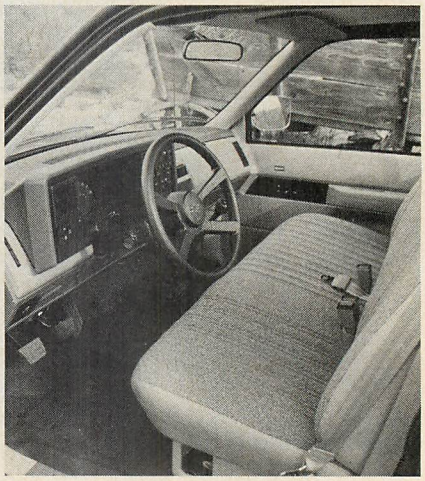
Yes, a 4x8 sheet of plywood *will* fit in the box between the wheelwells

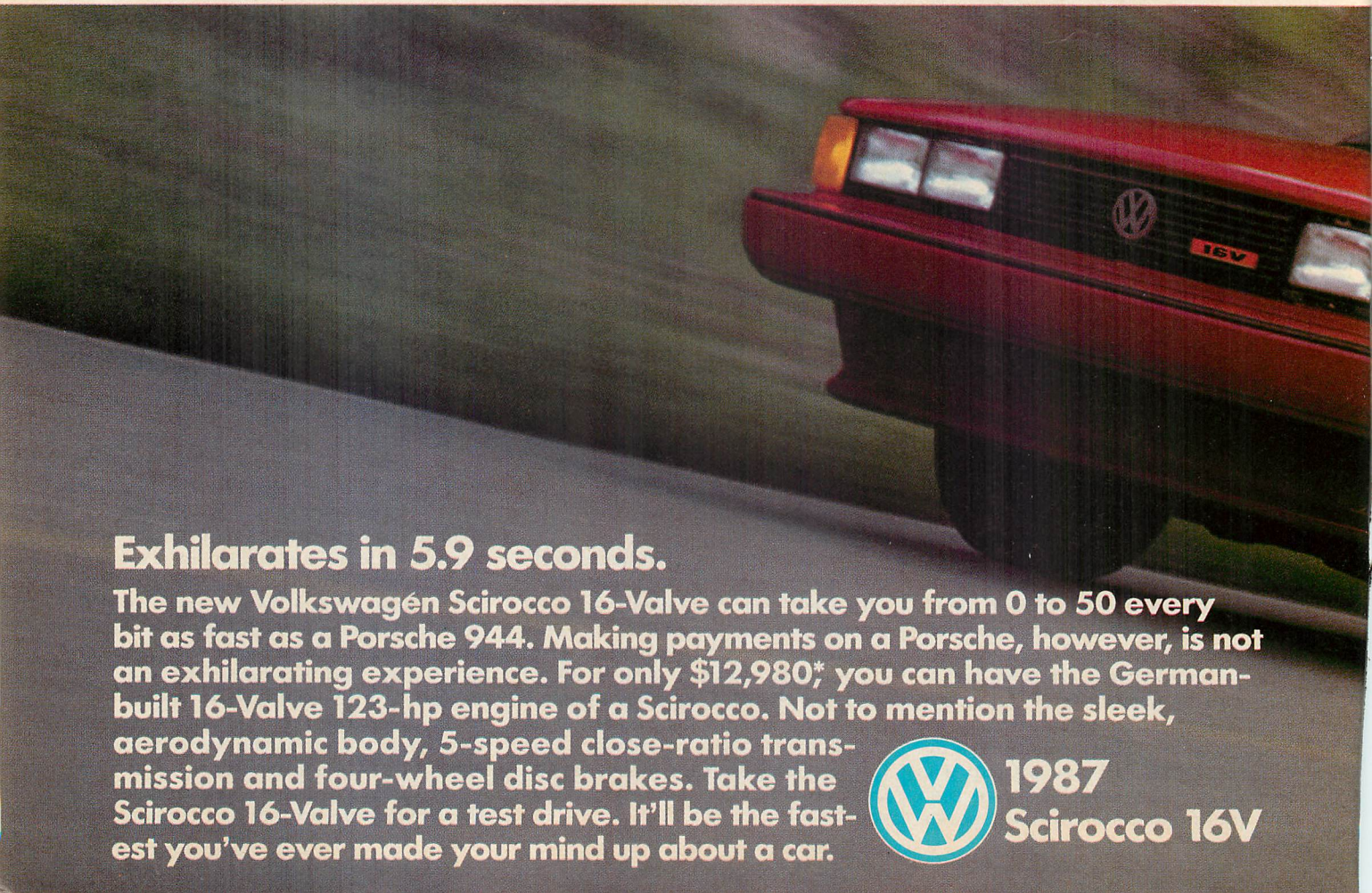
mented by 3-speed and 4-speed/overdrive automatics.

The new interior was something of a gamble for truck engineers. The pickup buyer is perhaps the last of the brand-loyal traditional customers; he knows what he likes because he's been buying it for years. Changing what he likes, then, can be a nail-biting experience for truck people. The stakes are raised higher at Chevrolet and Ford, because truck sales dominance is a hard-fought source of continuous combat.

Traditionalists will observe the following: Instead of the seat being manufactured in a cut-and-sew operation, it is now molded foam, upon which the fabric or vinyl covering has also been molded. The benefits are primarily in build-consistency, from which should come improved quality. It's more comfortable than the seat it replaces and provides better support. The instrument panel can be as well appointed as one likes, with a full set of readable gauges either optional or included in up-level interiors. But, instead of strictly analog needles, the indicators are off-white discs that rotate beneath openings punched in the instrument face. Graduations around the face then indicate readings.

New audio and climate controls have electronic soft-touch actuators





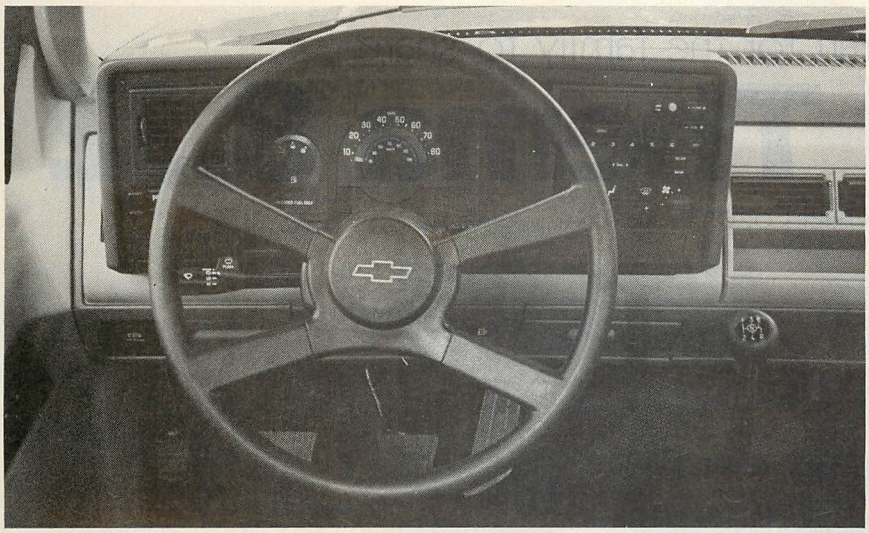
Exhilarates in 5.9 seconds.

The new Volkswagén Scirocco 16-Valve can take you from 0 to 50 every bit as fast as a Porsche 944. Making payments on a Porsche, however, is not an exhilarating experience. For only $12,980,* you can have the German-built 16-Valve 123-hp engine of a Scirocco. Not to mention the sleek, aerodynamic body, 5-speed close-ratio transmission and four-wheel disc brakes. Take the Scirocco 16-Valve for a test drive. It'll be the fastest you've ever made your mind up about a car.

1987 Scirocco 16V

and sophisticated state-of-the-art graphics displays. They are a measure of how Chevrolet (and companion GMC) intend to drag the full-size pickup kicking and screaming into the 20th century. Unfortunately, some of the kicking and screaming will be done by former customers, put off by the changes. With some luck, however, and savvy marketing, the street-user could pick up that slack.

We've barely scratched the surface here. We haven't the room in this debut report to expound on how the new, independent front suspension (with cold-forged upper control arms in K-models) now permits feats of mountain climbing not possible in the old truck. We'd also like to say more about how much better the exterior looks for 1988, and how a lot of that lithe beauty goes hand-in-hand with structural upgrades that sustain and improve impact effectiveness. We'd also like to gripe in force about the appalling absence of adequate ventilation in base trucks, where it's needed most. A future in-depth exam will address those issues and more, including the cargo question that's answered, "Yes, a 4x8 sheet of plywood *will* fit in the box between the wheelwells." MT



TECH DATA

K-1500 Pickup

POWERTRAIN

Vehicle configuration	Front engine, front drive
Engine configuration	OHV, 2 valves/cylinder
Displacement	5736 cc (350.0 cu in.)
Max. power (SAE net)	210 hp @ 4000 rpm
Max. torque (SAE net)	300 lb-ft @ 3800 rpm
Transmission	5-sp. man.

CHASSIS

Suspension, f/r	Independent/leaf spring
Brakes, f/r	Disc/drum, power assist, ABS
Steering	Recirculating ball, power assist
Wheels	15 x 6.5 in., alloy
Tires	205/60VR15

DIMENSIONS

Wheelbase	3340 mm (131.5 in.)
Overall length	5408 mm (212.9 in.)
Curb weight	3266 kg (7200 lb)
Fuel capacity	94.6 L (25.0 gal)
BASE PRICE	$11,587

A Ferrari for the family to share

Lancia Thema 8.32

by Michael Cotton PHOTOGRAPHY BY BERNARD CAHIER

Large family sedans that perform like sports cars are becoming quite commonplace in Europe, but there's one thing that makes the Lancia Thema 8.32 stand out from the herd: its Ferrari 308 engine, a superb V-8 with a pedigree sound. Today, at Lancia's San Paolo factory on the outskirts of Turin, Italy, production of the 8.32 is now building up to its maximum of 10 cars per day, each priced at 60 million lire ($42,000), and that money buys what could become one of the world's most highly regarded automobiles.

Lancia's fortunes have surged and ebbed over the years and, despite the marque's absorption into the Fiat Group in the '60s, it still struggles for sales in markets outside Italy. The Thema sedan has been well received, though, being another of the European "Type 4" chassis projects and a cousin of the Saab 9000 Turbo, and it may just be that the 8.32 will also bring fresh prestige to Lancia, although 2250 hand-finished automobiles will not, on their own, be statistically significant.

Offhand, can you think of an engine that revs sweetly to 7500 rpm, with a distinctively Ferrari sound? To hear such a noise from a Lancia—

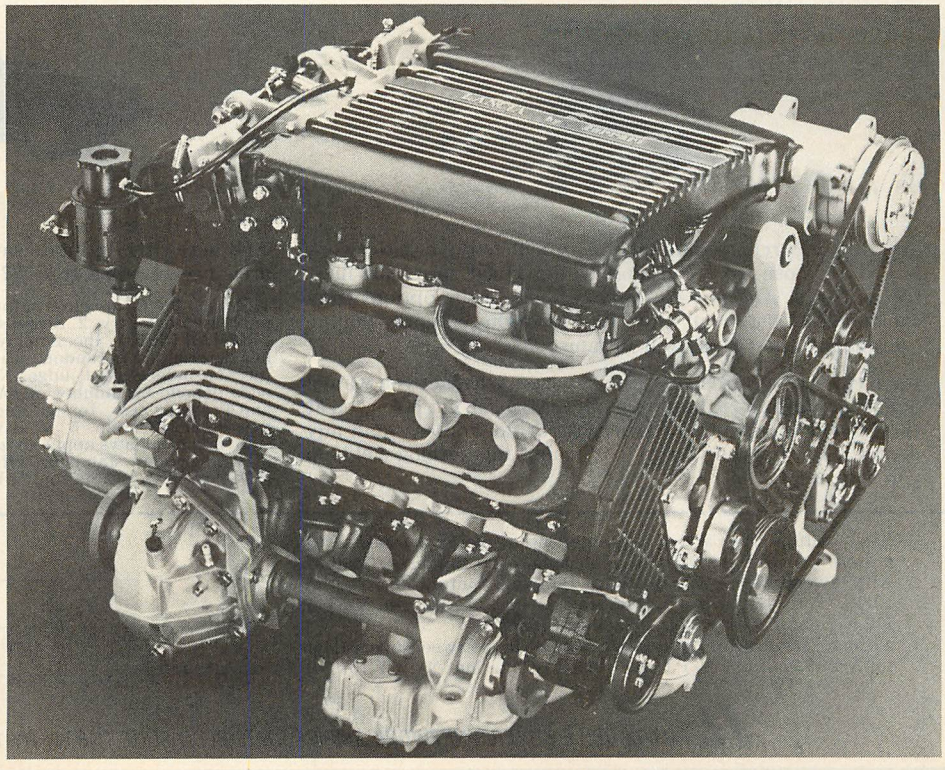
one with an electrically operated rear "wing" across the trunklid!—is going to generate a new breed of aficionados, sons of those who lusted after the Fiat Dino and, more recently, the Lancia Stratos competition car.

This is the era of ever more sophisticated automobiles, quicker, quieter, and cleaner in emissions. Some great makes have become almost antiseptic in their cossetting of the owner, and Alfa Romeo, now climbing into the Fiat Group's nest, is a prime example of a marque that conformed too readily. Out there is a red-blooded public that yearns to hear the sound of Porsche's staccato flat six, the rumble of tuned-up Chevy and Ford V-8s, and the characteristic sound of the thoroughbred Ferraris. The Lancia Thema 8.32 is for them.

Cogged belts, rather than chains, drive the twin overhead camshafts on each bank of the Ferrari engine. Bosch KE3 Jetronic mechanical injection, rather than a bank of Webers, controls the fuel flow, and Marelli Microplex solid-state ignition maps the V-8's needs far more accurately than a distributor ever could. Ferrari's flat-plane crankshaft has been replaced by one with 90° throws to improve secondary balance, and power is down from 240 hp in original form to 215 hp at 6750 rpm, though torque is improved by 12% to 210 lb-ft at 4500 rpm. None of these improvements mars the beauty and appeal of the Ferrari engine, and a turbocharger would be an abhorrence!

The Thema is now the only model in Lancia's range not to be offered with 4-wheel drive, though this will come in 1988. The burning question, of course, was whether the front-drive Thema could possibly cope with more than 200 hp without torque-steering into the hedgerows and plowing into the fields. On a stormy day, when red flags were needed for the lakes forming on the highways, the Thema performed brilliantly. It would, of course, spin its wheels with full throttle in 1st gear, but so would a Ford Escort. With a modicum of restraint and good sense, the Lancia's manners were impeccable, and it was virtually impossible to spin the Goodyear Eagles in 2nd gear.

Lancia had considered including a

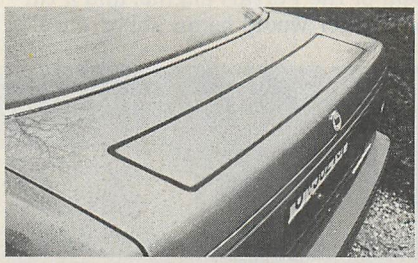


Even on stormy days, the Thema performs magnificently

limited-slip differential in the standard specification but decided it wasn't necessary, and our brief trial confirmed the correctness of that choice. ZF's new power-assisted steering system, reducing power at higher road speeds rather than engine speed, proved ideal, and stopping power is provided by a Bosch ABS system (the first to be offered as standard on an Italian car) acting on 11.2-in.-diameter ventilated front discs and solid rear discs.

A trace of torque steer is evident, as it happens—a shading to the right on full throttle—but it was less than anticipated and easily corrected by a heavier hand on the left side of the leather-trimmed steering wheel. As for the handling, the 8.32 could not be anything but an understeering model, with 55% of the total 3085-lb curb weight on the front wheels, but even on wet surfaces, the limits of adhesion offered by the front tires are high. Springing and damping have been uprated, naturally, and various suspension parts have been reinforced; the radiator is larger, but the Lancia transmission is also heavier as a result of development that includes a greater use of nickel alloys, a roller bearing replacing a ball bearing at the front, and uprated synchronizers with molybdenum inserts.

Time and again, the crisp response of the Ferrari engine is appreciated, the "whee" noise of 32 valves encouraging the driver to drop a gear or two, even when it's quite unnecessary. In reality, the torque spread of the V-8 is impressive, with 80% of the maximum available as low as 2500 rpm, making it possible to drive the 8.32 lazily. The excellent quality of the gearshift encourages driving of a more sporting fashion, however.



A bit of flash occurs with the electrically operated rear wing, which sprouts from the trunklid at high speeds.

Such a high-revving engine allows a relatively low final drive of 3.41:1, enabling the Lancia to run at a rather modest 21.81 mph per 1000 rpm in 5th gear. Any ordinary engine would become breathless at little more than 120 mph, but the Thema 8.32 develops its peak power at 6750 rpm, which represents 6880 rpm on the tach, still short of the orange sector.

Lancia claims that the 8.32 accelerates from rest to 62 mph in 6.8 sec, which doesn't sound fanciful, and reaches the kilometer post in 26.8 sec. Against the 204-hp Ford Sierra Cosworth, this may sound slightly disappointing, though this is no homologation special, but rather a luxurious businessman's sedan fully equipped with air conditioning, electrically operated front and rear seats, full leather upholstery, even a phone.

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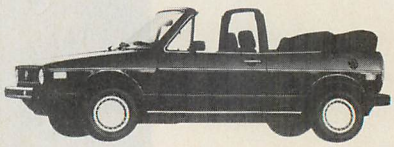

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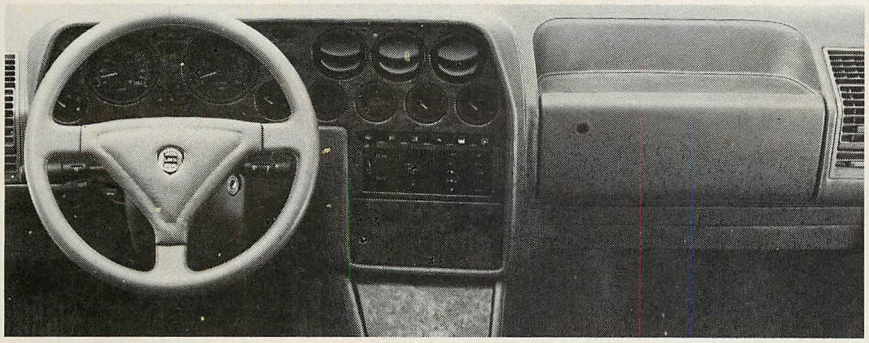
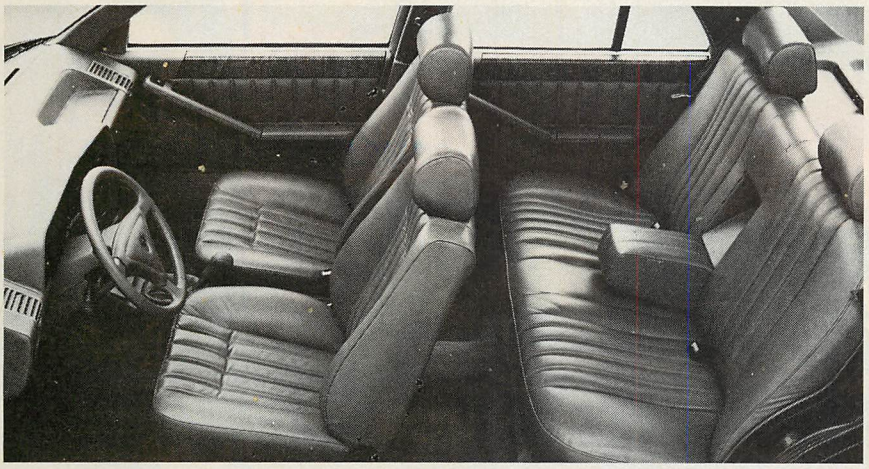
In Italy, the Ferrari-powered Lancia will quickly become an ultimate status symbol





The exterior of the Thema 8.32 is deliberately understated, but there are a few clues as to its potential: the black-on-yellow 8.32 badges on the radiator grille and on the restrained "skirts" below the doors; the extended aerodynamic mirrors resembling those on the Testarossa; the 15-in.-diameter "star" alloy wheels, all 6.0 in. in width; and the retractable rear spoiler that some would regard as gimmicky, others as a sensible compromise, since an automatically extending wing depending on speed proved difficult to develop.

In Italy, the Ferrari-powered Lancia will quickly become an ultimate status symbol, among executives as much as the Monza paddock crowd, for noise levels are low and refined, ride quality is excellent, and the customer is asked to make no sacrifices beyond signing the purchase check.

Quite often, these special sedans will be seen parked with the hood propped up . . . not because the engine won't start, but because the owner will want to show everyone the script on the scarlet cam box, "Lancia by Ferrari." That's going to make it a very desirable piece of property. MT

MOTOR TREND Performance Marketplace

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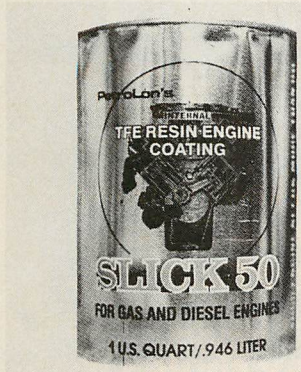

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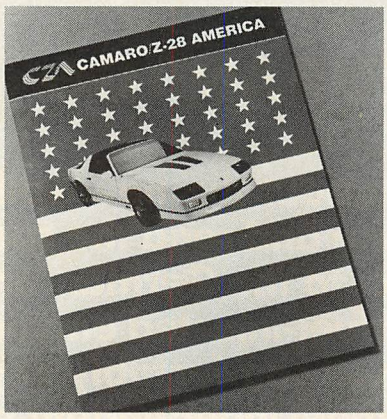

Camaro/Z28 owners sure know how to treat their cars, and the best way to outfit them in style is with this Camaro/Z28 America catalog from AUTO ACCESSORIES OF AMERICA. This beautiful four-color catalog is full of items such as car seats, leather steering wheels, car covers, and fiberglass body parts that will spruce up any Camaro/Z28 on the street. To order, send $5 for shipping and handling to *Auto Accessories of America, Dept. MT, Rt. 322, Boalsburg, PA 16827 or call toll-free 800/458-3475.*

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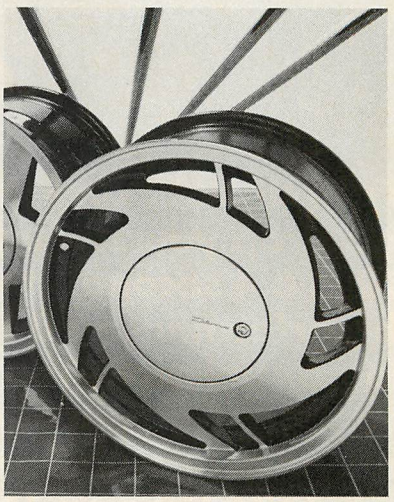

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The new Golf GT

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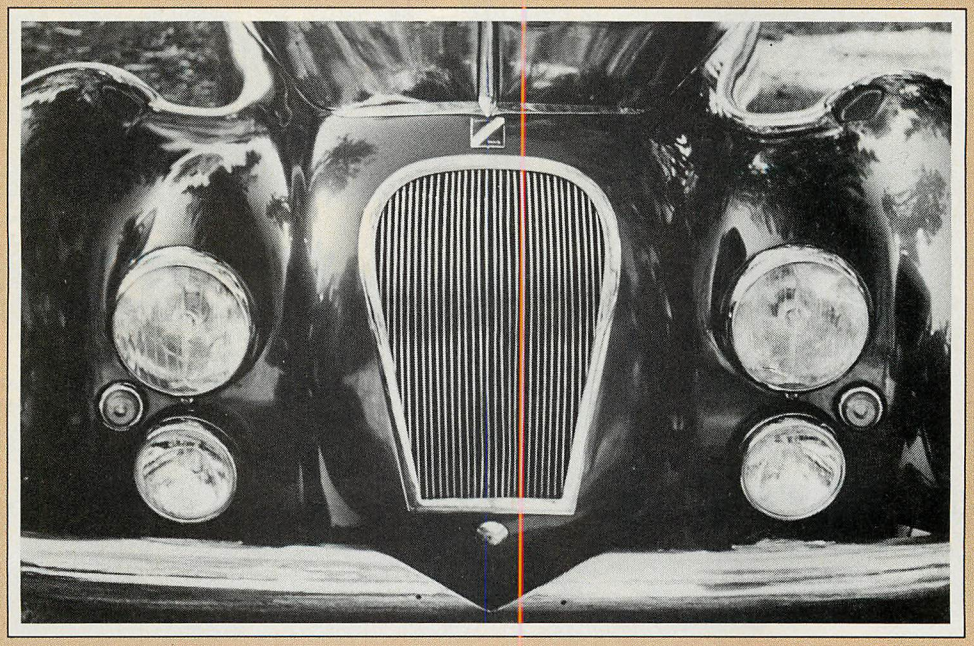
1949 Talbot-Lago T 26 Grand Sport



The most exciting sports car Tony Lago ever built

by John Ethridge

PHOTOGRAPHY BY DAVID GOOLEY

Antony Lago and Ettore Bugatti were both born in northern Italy. Both entered automotive careers early in life. Both made significant contributions to the designs of other firms' products before building cars bearing their own names. Both adopted France as the place to build their cars. And both believed that "racing improves the breed."

Considering that they were also contemporaries (Bugatti was 12 years older) and the many parallels in their lives, one might expect their cars to be pretty much the same. Not at all. They were worlds apart—mechanically and philosophically. Both raced and won, but Bugatti's cars possessed a beauty and artistry of the mechanical parts unapproached by Lago's. The most striking difference can best be summed up by saying that Bugatti sold what he raced, and Lago raced what he sold. Talbot-Lagos were—to borrow a computer term—"user friendly." They established a reputation of easy cold starting, flexibility, and being relatively easy to maintain—attributes usually omitted when listing Bugatti virtues.

When Lago obtained financial backing and took control in 1935 of what had been the foundering French branch of his former employer, Sunbeam-Talbot-Darracq (STD), he, of necessity, based his new designs on existing passenger car engines. Starting with a new pushrod-operated valve gear and "hemi" head, he was, within a span of four years, able to win races, increase sales, and replace the entire passenger car line with new models. He and his chief engineer, Walter Becchia, came up with one basic engine to power both the race cars and the top-of-the-line passenger cars. These, the Lago Spécial and Lago SS, used a 4-liter "T 150" triple-carbureted 6-cylinder engine identical to the race engine except for a lower compression ratio and a milder camshaft.

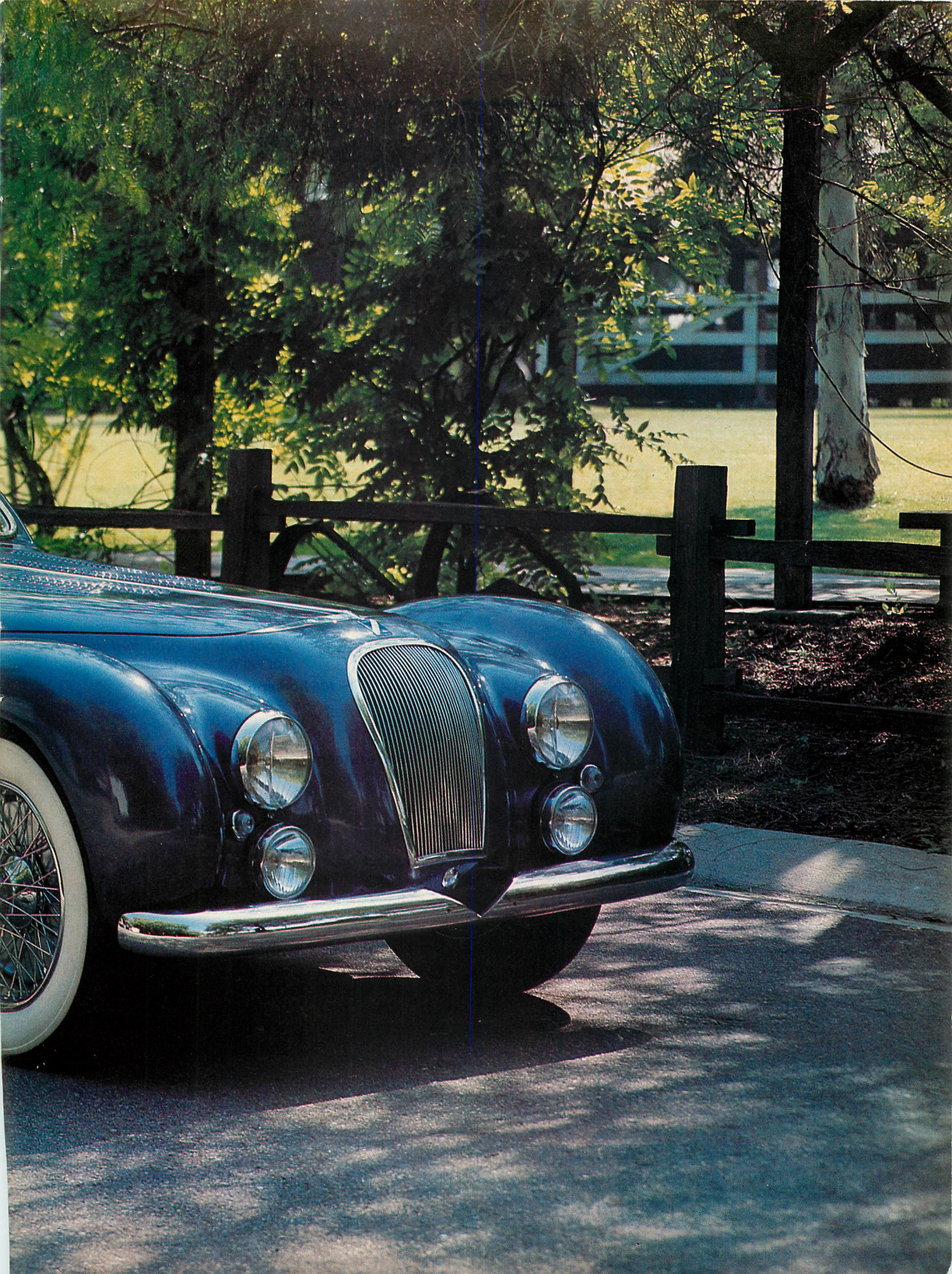
The valve gear consisted of two sets of rocker arms mounted in the V between the valves—long ones for the exhaust valves, and short ones for the intakes. Both were operated through pushrods by a single camshaft mounted in the normal position on the intake side of the block. Thus, greatly improved power output was obtained without the complexity and expense of overhead camshafts. A similar version of this ingenious layout was used, years later, in Zora Arkus-Duntov's Ardun head and Chrysler's famed "Hemi" V-8.

Another remarkable feature of the new Talbot-Lagos was the Wilson

1949 Talbot-Lago T 26 Grand Sport

Photographed for *MOTOR TREND* by David Gooley

Owned by Lindley and Betty Locke



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pre-selector gearbox—used on both the top passenger cars *and* the race cars. This came about because Lago himself had a hand in refining the gearbox. After having served as a major in the Italian army until the end of World War One, he had lived in England, working as an automotive engineer. One of his employers before he joined STD was Major Walter G. Wilson of Wilson Self-Changing Gear Ltd., in London. Lago obtained the overseas manufacturing and sales rights for the gearbox and was a lifelong proponent of it.

The Wilson gearbox has epicyclic gearsets and resembles a modern automatic transmission (and a Model T Ford transmission) in this regard. But it is completely mechanical in operation and has no hydraulics or torque converter. Contracting friction bands grip the appropriate gearset to effect speed changes. The driver selects the desired speed beforehand with a small lever on the steering column, then stomps on the "clutch" pedal when ready to make the actual shift. Downshifting must be done with care lest too low a speed be selected and the engine overrevved without so much as a warning crunch. The gearbox can also be shifted without pre-selection by depressing the clutch and moving the lever, same as any manual gearbox.

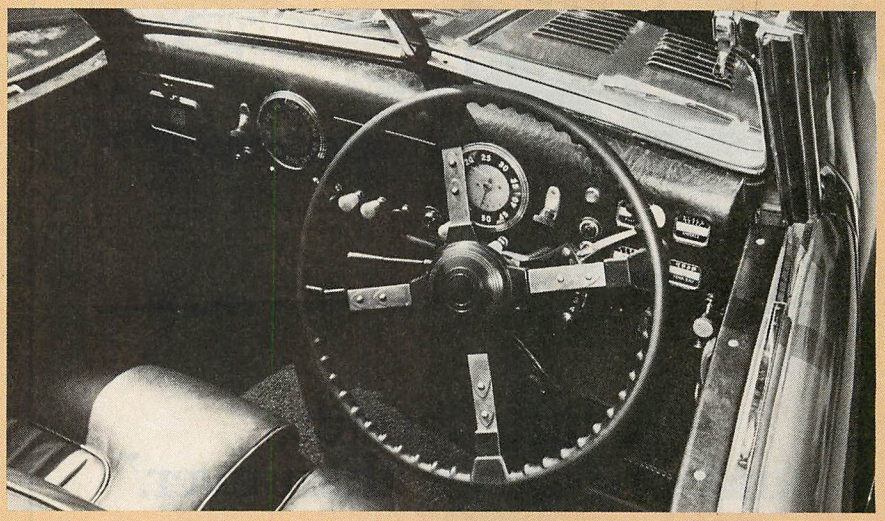
The value of such a transmission might escape anyone familiar only with modern all-synchromesh transmission and power steering, but, 40 or 50 years ago, the ability to make precise shifts with both hands on the wheel must have seemed luxurious.

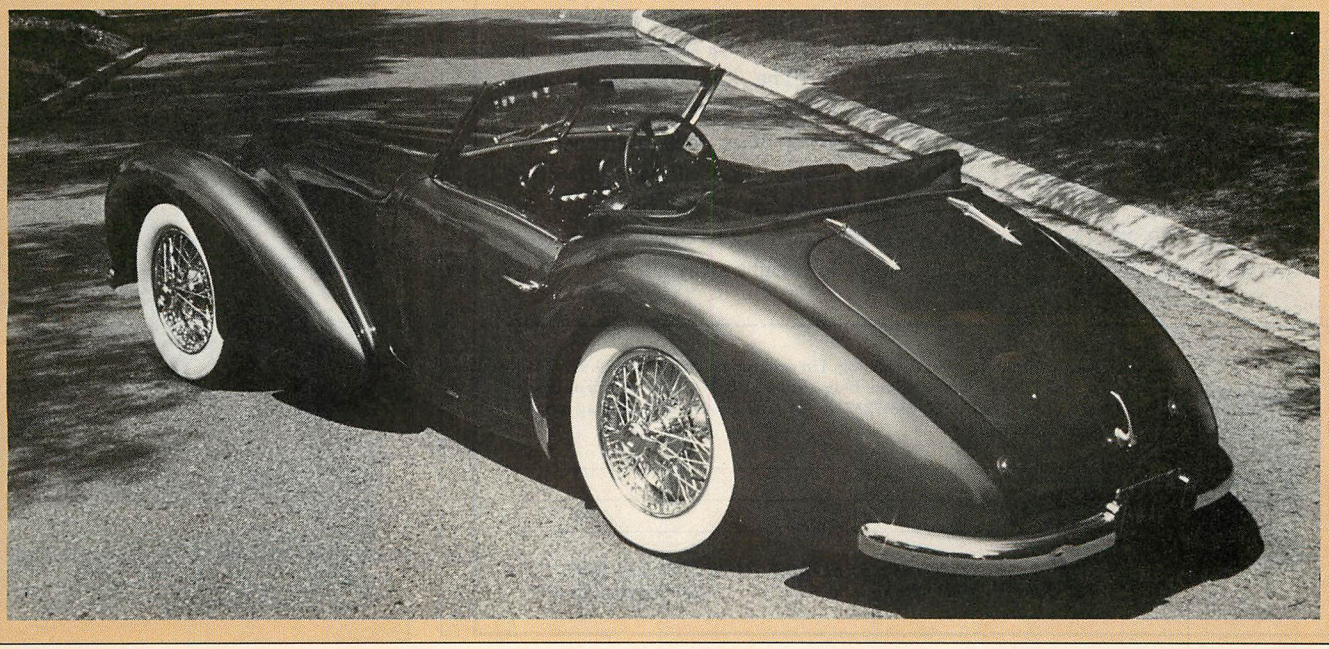
Most of Talbot-Lago's early "Grand Prix" victories came in events requiring headlights, fenders, and two seats, events from which *real* Grand Prix cars such as Mercedes and Auto Union were excluded. Lago did build some single-seat open-wheelers with the intention of installing supercharged 3-liter V-16s of his own design, but the plans never materialized. Two of these cars were equipped with 4.5-liter normally aspirated engines and then spirited out of France after the German invasion for the 1940 Indianapolis race; the effort came to naught when they failed to qualify.

Lago's creations were about as close to truly dual-purpose racing/touring cars as any have ever come

After World War Two, Grand Prix racing resumed under a formula that allowed both 1.5-liter supercharged engines and 4.5-liter normally aspirated engines. Lago came up with what amounted to a new 6-cylinder 4.5-liter engine for this formula and—following usual practice—for his top passenger cars. It retained the hemispherical combustion chamber head, but the block had *two* high-mounted camshafts, one on either side for the intake and exhaust valves, actuating the valves through short pushrods and rocker arms. Polished aluminum rocker boxes gave the appearance of double overhead camshafts.

This engine, with three Zenith-Stromberg carburetors and tuned to produce 190 hp, was installed in the T 26 Grand Sport. The T 26 Grand Sport was the most exciting sports car Tony Lago ever produced. It had





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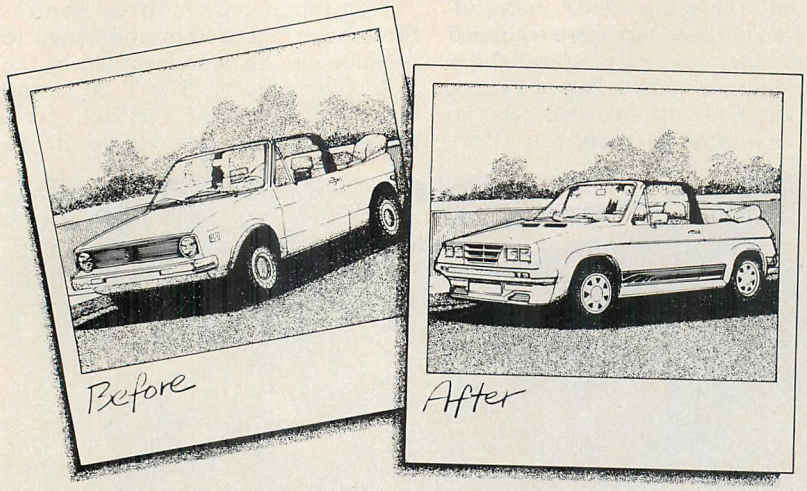

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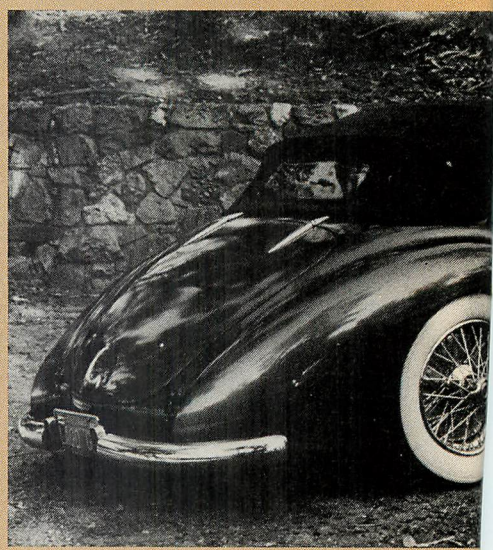
a top speed of 125 mph and, for several years after its 1947 introduction, was the fastest passenger car being produced in the world. The GS chassis was basically the same used on all Talbot-Lago cars, racing and passenger, from the beginning until almost the end: channel ladder frame, independent front suspension with single transverse leaf spring and tubular upper wishbones, live rear axle with longitudinal leaf springs. Old as it was, it would be years before anything came along that was clearly superior when it came to handling.

Postwar France was a hostile place for builders of luxury cars

The GS had a 104-in. wheelbase (the same as the XK-120 Jaguar that came out a few years later). Total production of these was 26, followed by 10 more called GSL (for Long) with 110-in. wheelbases. Some sources say the production run (for the GS and GSL) lasted from 1947 to 1953; others say 1955. It could be that *factory* production stopped in 1953, some of the chassis waiting two years for custom coachwork.

The 4.5-liter Talbot-Lago Grand Prix car provided lots of spectator excitement in the late 1940s. Not that it ran off and hid from its rivals; it was, in fact, much slower than the supercharged 1.5-liter Alfa Romeos, Maseratis, and Ferraris (a new make that didn't exist before the war). But it used far less fuel and could run most races non-stop. The races often became tortoise-and-hare affairs; the Talbot-Lago could keep running while the thirstier supercharged cars

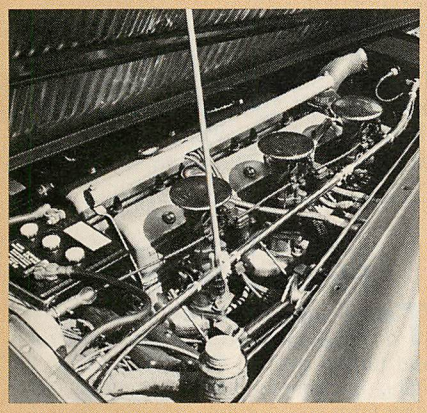


were in the pits. In the hands of Louis Rosier and his son, Jean-Louis, it won five GP races during this period.

What undoubtedly was Talbot-Lago's greatest single victory came at LeMans in 1950. Louis and Jean-Louis Rosier broke every record for the course, including the first-lap speed over 100 mph. They beat such makes as Jaguar and Ferrari . . . and in 10th and 11th positions, Cadillac. The elder Rosier was the most successful Talbot-Lago driver of all time. He was a garage owner who started race driving at age 42.

Talbot-Lago came within a hair's breadth of winning the 24-hour race again in 1952, which brings us to the sad tale of Pierre Levegh. Levegh, whose real name was Bouillin, had an uncle named Levegh who had also achieved some fame racing Mors cars around 1898. Told since childhood that someday he too would be a great driver, he took the name Levegh and began hanging around cars and race courses. His first chance to drive a Talbot-Lago came in 1938, but his co-driver broke the car before Pierre got his stint behind the wheel.

Feeling he could wait for his desti-



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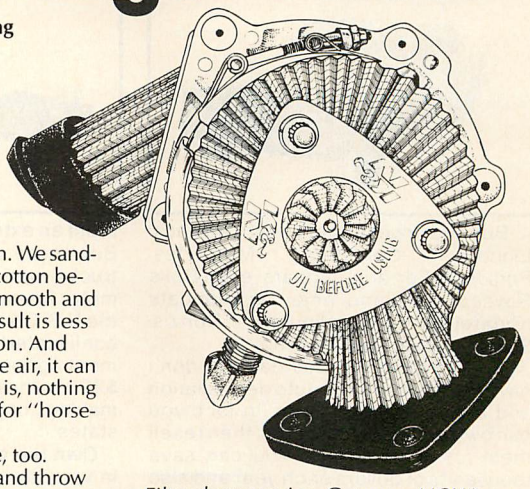

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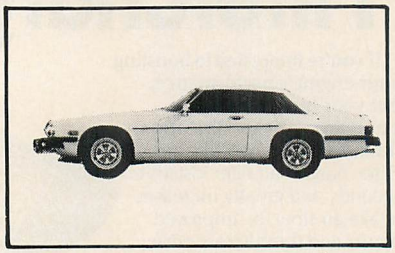

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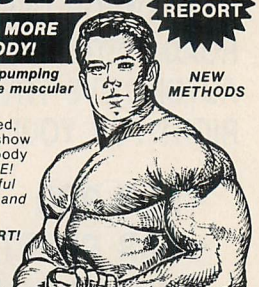

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RETROSPECT

ny no longer, he bought one of Lago's cars and spent 2000 hours preparing it himself for the 1952 LeMans. Although he had a designated co-driver, he announced that he would drive the whole 24 hours himself. With one hour left to go, he was 20-odd miles ahead of a pair of Mercedes in 2nd and 3rd places. When he pitted for fuel, he acted dazed and didn't recognize his own crew. His wife and Lago pleaded with him to allow a relief driver to take over, but he brushed them aside and roared off. Forty-four minutes from the end of the race, he selected a wrong gear with the Wilson box and blew the engine. He had to be lifted from the car.

By this time, Tony Lago's fortunes had soured, too. Postwar France was a hostile place for builders of luxury cars. Few could afford them, and those who could were victimized by a tax system that levied high income taxes on owners of luxury cars. Lago tried marketing his cars in America, but they were not well known there. He didn't get around to building a car with left-hand drive until 1955. His last race cars used Maserati engines, but were unsuccessful. Among the last passenger cars to trickle from his Suresnes plant was the Lago America, which used a BMW V-8 engine.

In 1959, Simca absorbed the company, and, in 1960, abandoned the Talbot-Lago name. Tony Lago died that year. MT

A Traveler Finds a Home

Talbot-Lago GS chassis No. 110 117 was ordered from the factory and turned over to Dubos Frères for fitting a cabriolet body, executed in steel from a design by Carlo Delaisse. The original owner, M. Paul Gerbe, took delivery of the one-off car on Sept. 29, 1949. It hasn't been determined just who Gerbe was or what happened to the car in the intervening years, but an American, Frank Werstein, saw it in a Paris wrecking yard in the early '60s and bought it. Werstein had it refurbished in Paris and, after bringing it to the U.S., sold it to New York restaurateur André Surmein. Surmein, upon his retirement, loaned the car to the Musée de la Carrosserie Français on the Spanish island of Mallorca. Some years later, the car was sold to Anthony Bamford in England, who in turn sold it to Jackson Brookes of Fort Collins, Colorado.

But it looks as if the weary traveler has found a permanent home at last. Californians Lindley and Betty Locke have owned it the past eight years and say they'll never part with it. —*J.E.*

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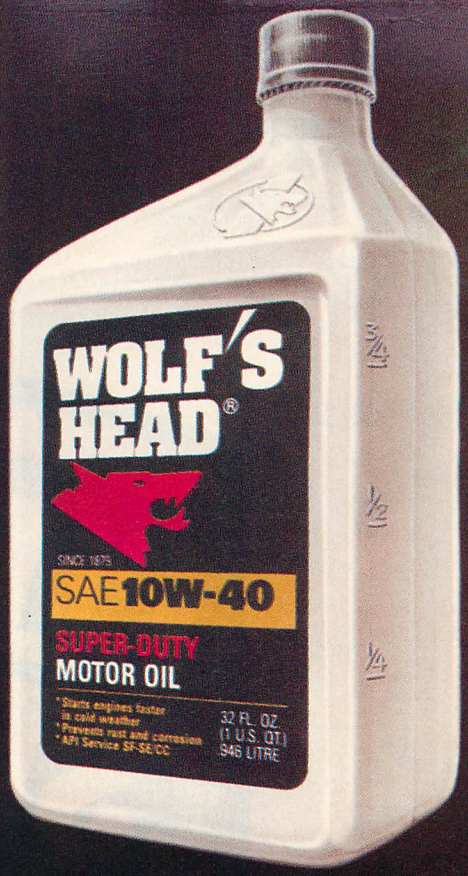

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Ask MOTOR

by Len Frank

Q *I tow a 3500-lb boat and trailer with a 350-cu-in. '80 Buick Riviera. I would like to replace it with a new car capable of towing this load. Does anyone publish a list of towing capacities? None of the new-car salesmen I talk with have any idea about their own makes, let alone those of competitors.*

Alan Keuss,
Belleville, Ill.

A *Every* manufacturer/importer has tow ratings for its vehicles, often available in a separate brochure that your local friendly dealer should be prominently displaying in his showroom. At the very least, you can contact the individual customer service reps (numbers available in the owner's manual just after the trailer towing capacity).

Q *Since I started using a hearing aid, the road noise from my tires gives me a headache. Whose high-quality radials would be the most quiet running?*

Elmer T. Millner
Ocean Shores, Wash.

A In concert with General Motors, General, Uniroyal, Firestone, and Goodyear have developed tires designed to provide good ride, low rolling resistance, low noise, fair treadwear, and traction. They are identified on the sidewall by a "GM Spec" number. Tires are, of necessity, a compromise. Those that provide for high lateral acceleration usually have higher rates of treadwear and rolling resistance. An open-tread all-season tire is likely to be noisier than a closed-tread tire.

Q *I've been wondering about my car's top speed. My '85 Plymouth Conquest with turbocharged 2.6-liter engine redlines at 6000 rpm, has 145 hp at 5000, and 185 lb-ft of torque at 2300 rpm, but it peaks at a mere 115 mph in 4th or 5th. I've read about other cars with less horsepower and torque but higher top speed. Explain.*

John Espallargas
Andrews, Tex.

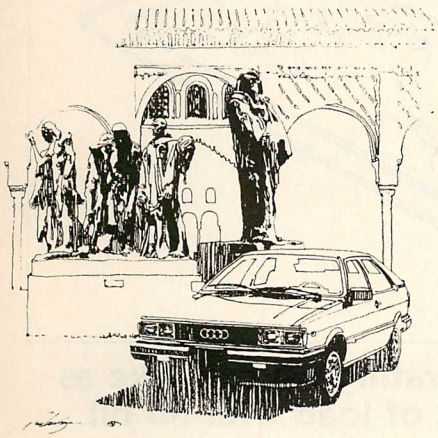
A Your car's top speed, by law, is 55 mph. But, given the horsepower numbers, the other factors that affect top speed are: rolling resistance, aerodynamic drag, and gearing. If you were to use typical Bonneville tires (narrow, treadless, high-pressure, low-rolling resistance), speed would go up. If you could reduce Cd or the frontal area, or both, speed would go up. Running at high altitude where the air is thinner and increasing turbo boost to compensate for the drop in horsepower would also reduce areo drag. Reducing universal joint angularity, gear drag, and wheel-bearing friction also increases top speed. Adjusting gearing might also improve top speed, but, like all the other changes, would lead to a compromise somewhere else. Torque has no

direct effect on top speed, but it does determine, in part, the acceleration up to that speed.

Q *Driving my '86 Honda Accord LXi at 5000/8000-ft altitude increases gas mileage from 31/31 at 400 ft to 39/40 mpg. Can this be explained?*

John Emmerson
Parker, Ariz.

A The major contributing factor is your fuel injector's ability to compensate for altitude. Since the air is not as dense at high altitude, the injection adds only as much fuel as necessary to maintain optimum strength mixture—naturally less than at a lower altitude. Drag at high altitude is also reduced by the low air density, thereby reducing horsepower required for a given speed and, thus, the amount of fuel.



Q *I want to buy a new convertible Bug. I hear they're still made in Mexico. What would it take to bring one in?*

Ginny Rambo
Sparks, Md.

A Tough luck, Rambo. The Bug was never built outside the Karmann plant in Germany. There were a number of avaricious dealers who stocked up on the little ragtops when the end was announced. There were new ones available by this method as late as 1982-83, although with the indifferent storage methods, I'm not sure how good they really might have been.

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Pre-Lubrication

For years, the Society of Automotive Engineers (SAE) has been telling us that 80% of all engine wear occurs during the cold-start cycle. A recent study by McDonnell Douglas Corporation pushes that number to 90%. Automotive consumers have come to accept that as fact, and have begun to use multiple-viscosity oils in an effort to alleviate the problem. However, the SAE now tells us, and plenty of consumers have already learned by experience, that hot shutdown on turbocharged engines is the newest enemy of an engine's lubricating system.

The lubrication problem, as related to cold starts, is the result of hot and, in turn, thinner engine oil draining off high-friction components at shutdown. Items like crankshafts, pistons and cylinder walls, camshafts, and valve guides all depend on a microscopic oil film to protect them against wear. The loss of that film, with overnight drainage, for example, forces these components to run unlubricated and in direct metal-to-metal contact, while the engine's oil pump works to provide enough volume to fill and pressurize all the engine's internal lubricating passages and gallies. Zero pressure to full operating psi can take as long as 10 seconds on the average, depending on the type of oil pump the engine uses. Given that most engines require anywhere from 1500 to 2000 rpm idle to cold start, that's a lot of time and load with little or no oil protection.

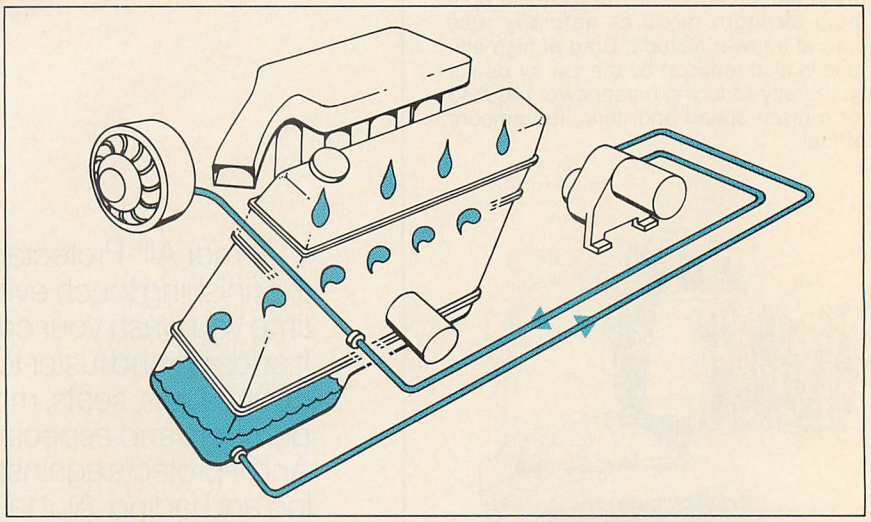
In the case of turbocharging, the problem is more the effect of the turbocharger turbine rotating at high speed for up to two minutes after the engine has been shut off. The problem here is twofold. First, at shutdown, the turbine spins in an unrenewed oil supply. Hot, and no longer under pressure, the oil is forced off the turbine bearings, leaving these closely machined tolerances to run in a diminishing oil film. In short order, the turbo bearings wear themselves out, the turbine no longer fits its housing properly, and things begin to deteriorate rapidly.

Herein lies the reason most automotive manufacturers request that the engine be run at idle for two to three minutes before being shut down in an effort to help slow and cool the turbine and its bearings. The hidden enemy here is heat-soaked oil, which develops a condition referred to as "coking." Basically, coking is the effect of the oil burning, not unlike burnt pudding; it forms a sticky film that is scorched to the surface. And, though small in total volume, this oil's lubricating qualities are destroyed; then it mixes with the engine's principal oil supply, slowly contaminating it, resulting in the destruction of the engine's lubrication protection.

Both car manufacturers and oil companies have addressed this problem. The major oil companies have produced lubricants better able to deal with the temperature extremes in the turbine section, while some manufacturers have engineered a water-cooled turbine housing that uses a vapor-driven system. After shutdown, engine water flows through the hot bearing section, cooling it and preventing the coking problems. Chrysler Corporation, for example, uses the water-cooled turbo approach, and offers a five-year warranty on its systems—unheard of a few years ago. These fixes for the heat generated in the turbo do not address the question of cold-engine startup, however, and a significant percentage of the wear on IC engines occurs in those critical moments when the engine is brought to life in a cold garage.

But, as with most complicated problems, somebody usually manages to think of a simple solution. Enter Lubrication Research Inc., developer of a product called the Preluber. Reduced to the simplest terms, the Preluber is an externally mounted, electrically driven pump that pulls oil from the engine's storage sump, forcing it, under pressure, to all the normal oil pump-feed locations, effectively bringing the engine's oil pressure to full operating range before it can be started.

To do this, Lubrication Research Inc. has developed an easy-to-install Preluber kit that can be fitted to any standard or turbocharged engine. The Preluber's 6-sec timer can be initiated a number of different ways, but the most common method is to wire the timer to the ignition key's accessory mode. Within the space of six seconds or less, the Preluber's 150-gal/hr pump has the engine up to 50 psi. Alternatively, a number of emergency crews have wired the Preluber into the interior dome light. As the door is opened, the Preluber is already running. By the time the safety belt is buckled, you can hit the key and go, with full engine oil pressure already established.



Zero pressure to full operating psi can take as long as 10 seconds—a lot of load with no oil pressure

Applied to turbocharged engines, the Preluber is plumbed and wired to run cooling oil through the engine and turbo unit for up to three minutes after the ignition has been turned off. You can lock the car and walk away, while the Preluber continues to run on its timer. This operation can be applied to the non-turbo Preluber as well.

From race cars to farm equipment to all consortment of street cars, the Preluber is fast becoming the answer to a nagging problem. Some experts project that the use of this device might extend engine life by as much as 100 times. Not a bad investment for under $300.

For more information regarding the Preluber, contact: Lubrication Research Inc., Dept. MT, 2894 Aiello Dr., San Jose, CA 95111, 800/323-5823; in California, call 800/722-2992. MT

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HOW DO YOU TREAT AN ENGINE? Very simply. Just before oil and filter change, add engine flush (sent free with each order) to clean out your engine. Let your engine idle for 5 minutes. Then drain your oil, change filter and add the proper amount of oil less one quart. Add one quart Slick 50, drive for 30 minutes, and leave it in the crankcase for 3,000 miles. As the engine operates, the oil carries the "poly" between the parts where it is burnished into the pores of the metal. Once impregnated it is permanent, so **you do it only once**, not each time you change oil. One quart of Slick 50 will treat all standard 4, 6 and 8 cylinder gasoline and diesel engines.

WILL IT WORK WITH MOST OIL? Yes, Slick 50 will work with all petroleum based oils and all synthetics compatable with petroleum based oils.

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The Top of the Wish List

With a deadline to meet, I was forced to think about the auto industry during a mid-winter escape to Barbados. It's hard to imagine that this tiny Caribbean island, with its 1000 miles of rutted dirt roads and kamikaze drivers, could hold the ingredients for a story about the auto industry—but it does!

Four years ago, the car population of Barbados consisted mostly of Australian makes—driven only by sun-crazed tourists—and the smallest cars and vans from Suzuki, Daihatsu, Subaru, and Toyota. Quite suddenly, the Korean-made Hyundai arrived on the scene in early 1986 and became an immediate hit. Last year's ride to the airport for our return trip to the U.S. was made in a two-day-old Hyundai Stellar. That same car met us at the airport this year, having logged more than 20,000 trouble-free miles in the sun, salt air, and tortuous driving conditions of Barbados. Even the casual observer has to be impressed with the foothold attained by Hyundai in such a short time. The cars are at the top of the wish list of many prospective buyers in Barbados because they are regarded as the best value on the market. Barbados imposes stiff taxes on cars, so high that a $5000 Hyundai Excel costs over $8000. But that's a bargain compared to competing Japanese models.

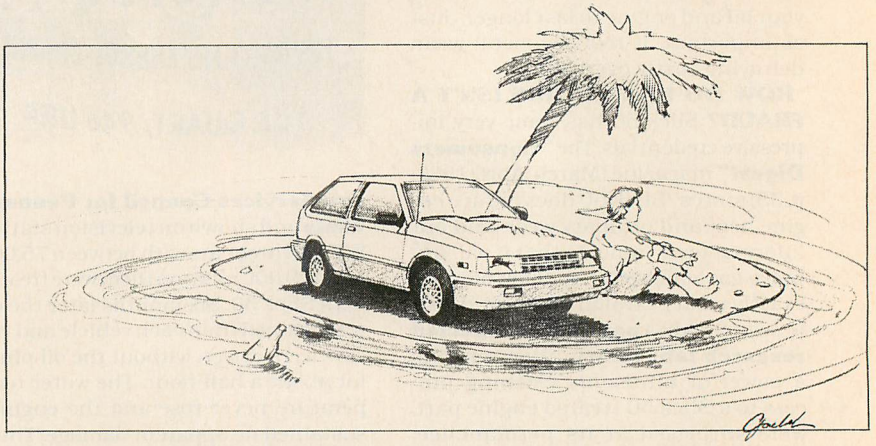
Since the Barbadian dollar is linked to the U.S. dollar, the rise in the value of the yen has boosted Japanese car prices on this island and greatly enhanced the appeal of the low-priced Hyundai.

The same phenomenon is being played out on a larger scale in the United States. Hyundai could not have orchestrated more auspicious conditions for its U.S. debut than the 40% appreciation of the yen against the dollar, which forced the Japanese to raise prices more than 15% in 12 months. With the average retail price of a Japanese car well into five digits, Japanese manufacturers vacated the segment of the market they developed almost 20 years ago. The early Datsuns and Toyotas captured the hearts of Americans by appealing to their pocketbooks with reliable cars at prices that couldn't be matched by American companies. Today, Korea is replacing Japan as the prime exporter of basic, low-priced cars. In what appears to be a repetition of history, the Koreans are making their mark using the same strategy perfected by the Japanese. The spectacular first-year success of the Hyundai Excel in the United States is leading many to wonder if Korea is the next Japan.

With only nine months of sales and fewer than 200 dealers, Hyundai posted an all-time record for first-year sales of an import of more than 160,000 cars. Hyundai accomplished this with the $5000 Excel. The car appeals to higher-income college-educated typical Japanese car buyers looking for a second car, as well as to families who were previously relegated to used cars because they were priced out of the new-car market. Hyundai plans on increasing sales above 200,000 in 1987, and has ambitious hopes of reaching the 400,000 to 500,000-unit mark by the end of the decade.

This year, Hyundai will be joined by two additional models from Korea. A mini-car assembled in a new $285-million factory will be sold as the Ford Festiva. Eventually, Ford, which recently bought a 10% stake in Kia, hopes to sell at least 85,000 of these cars each year in the U.S. Kia is pinning its future on exports, and forecasts total export volume of cars and small vans of 161,500 units by 1989 compared to projected home sales of these same vehicles of only 100,000 units. Likewise, the new LeMans, built in a new $425-million factory, will be sold through General Motors' Pontiac dealers in quantities up to 100,000 a year. Daewoo's total production capacity will be about 280,000 vehicles by 1988 with exports taking over half the output.

The popularity of Hyundai cars has stunned U.S. government officials and Japanese auto makers. The latter fear the United States is heading for a trade deficit problem with Korea similar to the unresolvable situation with Japan. In 1986, the trade deficit with Korea exceeded $1 billion, and it promises to more than double in 1987 because of increased imports of Korean-made consumer electronics and, most important, cars. Korea recognizes U.S. sensitivity on the subject and will probably use a liberal—but nevertheless official—quota system to try to appease worried government officials. Unlike Japan, a high percentage of Korean-made cars will be sold by GM and Ford, which are likely to resist any efforts to limit these models.



Korea is replacing Japan as the prime exporter of basic, low-priced cars

The Japanese are worried because Korean cars threaten markets that have been dominated by them. In countries like Barbados, Thailand, or Morocco, low prices and reliable, easy-to-repair automobiles always get the nod from car buyers. Korea will develop an insurmountable advantage over Japan and assure growth of Korean car exports that displace some Japanese cars. As the Korean auto industry expands, production costs will fall, guaranteeing low prices for years to come.

Korea can never threaten Japan's supremacy as the No. 1 car builder in the world. But, for the next few years, Korea's auto production promises to rise sharply so that by 1990, Korea may be the world's fourth largest exporter of vehicles and one of the top-eight vehicle-producing nations in the world. Not a bad outlook for such a newcomer to the auto world! MT

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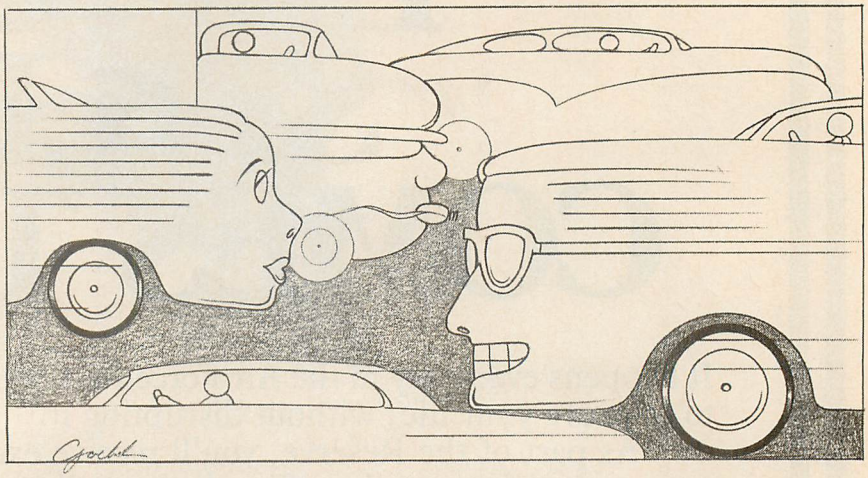
Auto Postures

We need to admit once and for all that our egos and personalities are all wrapped up in those cars we put on and "wear" like pieces of comfortable clothing. And it just might be that our personalities change once we get behind the wheel and leave the thin veneer of society behind us in a cloud of dust. While it can be easily demonstrated how America's century-long love affair with the automobile has increased society's gene pool by expanding the range for courting, it is not so easily demonstrated just how it has altered our personalities. But it has.

Do we buy and drive cars that symbolically represent who we really are? Or do we choose certain cars because we think they project to others qualities we would like to have? Or is it more likely a mixture of the two? Let me suggest that our automotive selections represent the image we think other people should have about us.

And that's really no different from many other aspects of our lives where we strive to become the kind of person others would approve of. When the automotive image we project is radically out of synchronization with the image others have of us, we are said to be "going through a phase." If it remains permanently out of sync, then we are labeled "unrealistic, impractical, immature." Certainly, we are engaged in a lot of automotive posturing. Take for example, the 4-wheel-drive buff who guns his engine at intersections, flicking his quartz lights and checking his power winches to make sure he's ready for that mudslide or blizzard of the century. He is waiting for the right opportunity to show the world just how prepared he is for anything at all.

Then there are those of us whose personalities change because of what and how we drive. Pleasant, reserved, and even generous people at home and on the job, we are transformed into "road warriors" when someone cuts us off or, worse yet, drives too slowly in front of us. Our personal chariots provide us with the same valued characteristic the telephone does—anonymity; we become a "force" coming out of nowhere, ready to impose our personal visions of the rules of the road. The rash of road violence across the country in recent years is telling—the skin of civilization is easily cut by an agitated ribbon of highway. When we are confronted with the constraints of traffic, erratic drivers, etc., we use our automobiles to stage a personal revolt. And we think we can get away with it because of our anonymity—never again do we expect to see those victims of our verbal or physical aggression.



When we are confronted with the constraints of traffic, we use our automobiles to stage a personal revolt

Because of its ability to provide social as well as physical mobility, the automobile has always been used as an extension of ourselves. An image from my youth has stayed with me, of a neighbor who, in the heat of summer, drove around with his windows tightly closed to make us think he had air-conditioning in a time when it was an extravagant luxury. He was determined to make us think of him as one of the chosen automotive few.

Using physical objects to recreate our environment the way we want it to be is not something peculiar to automotive culture. We do it with all types of our physical culture. It is just that we can gain an unusually satisfying sense of personal freedom and personal worth by manipulating our cars—we can literally become what we drive. The difference between automotive culture and the world of Walt Disney is only one of form—not content. Both are engaging worlds of fantasy.

The genius of American automotive manufacturing has resided in its ability to provide the consumer with a wide variety of automotive styles to try on and wear as benefits the consumer's image of self. The process has, in fact, become so highly developed that film and television producers have evolved a visual automotive shorthand that tells us a great deal about characters in a few frames by what and how they drive. Their automotive behavior becomes an index to their personalities. We wear our cars like we wear our clothes—they surround, envelop, and project our personalities to the world as we pass by. That's why I say honesty is the best policy. Let's admit that our egos and personalities are on the line out here on the highways everyday. MT

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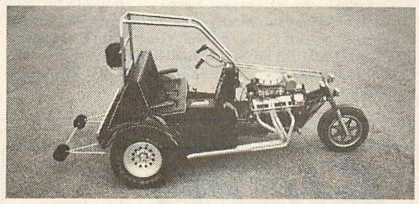

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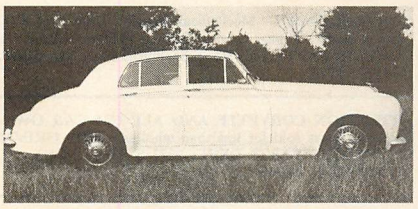

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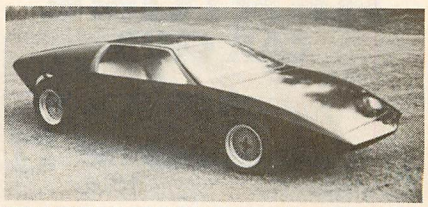

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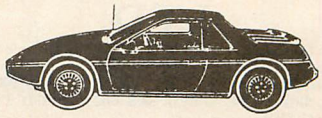

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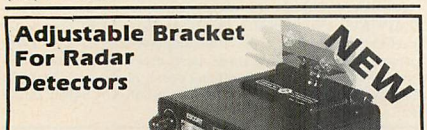

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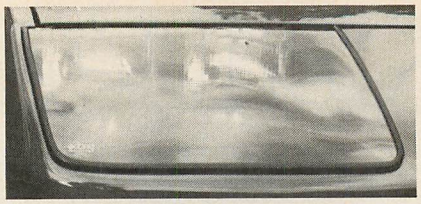

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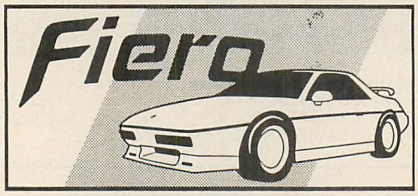

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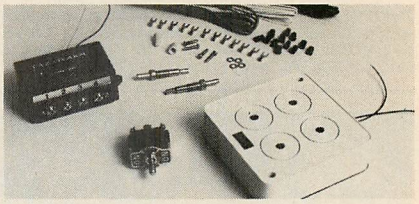

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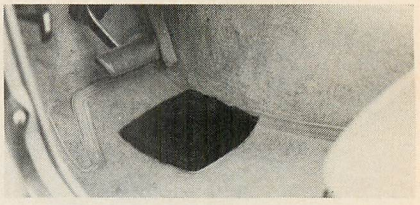

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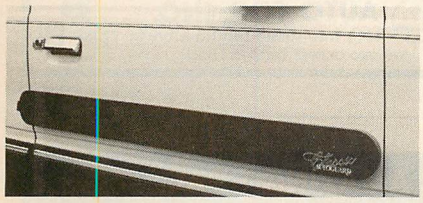

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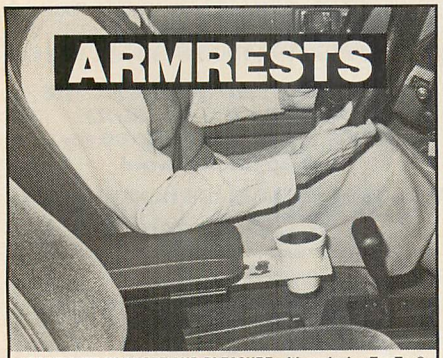

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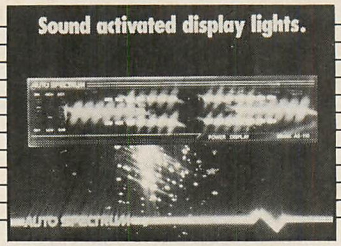

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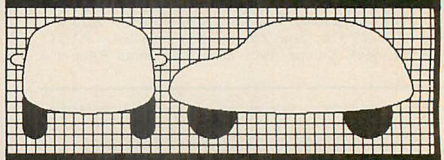

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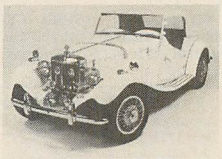

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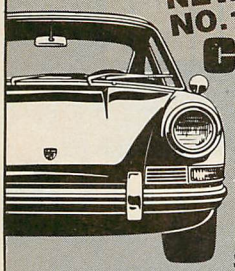

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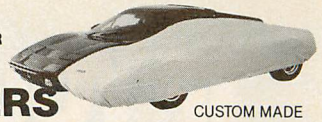

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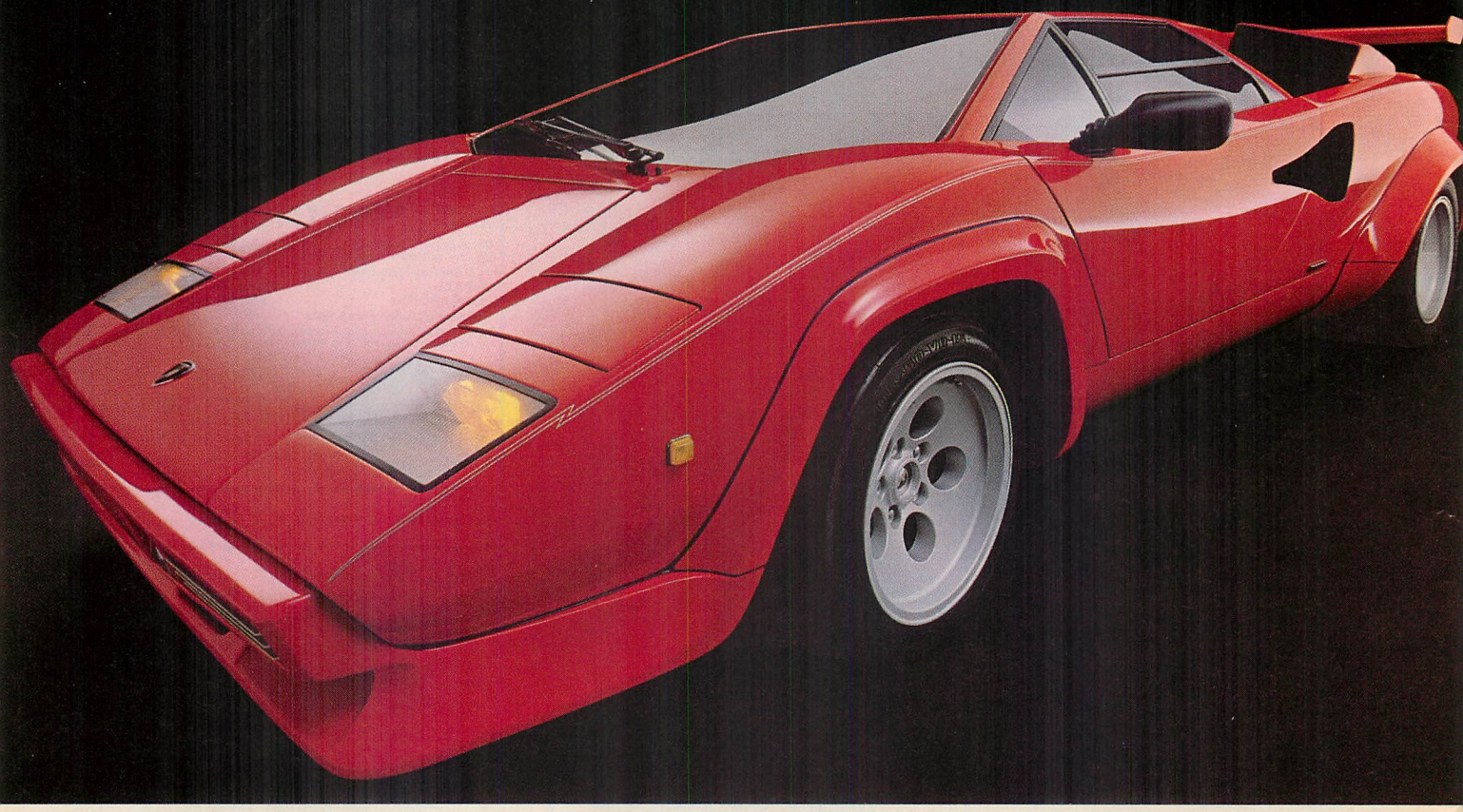

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The human beings behind the helmets

Don't the race drivers play the most enviable part of the richly rewarded Indy-car game? Don't they surround themselves with pretty dolly birds between races? Don't they lounge beside swimming pools or schmooze around multi-million-dollar mansions, while mechanics and team managers toil on their behalf? Aren't they all preoccupied, like spoiled kids with their toys, with their jet airplanes, flash helicopters, and roadgoing supercars?

Not quite.

Sure, Indy-car drivers can get rich quick—but only if they *are* quick. Only if they can bring to the cockpit of a methanol-laden missile a rare, God-given talent, a poetic blend of balance and reflexes and anticipation and calculating cunning and, yes, even some of that clichéd daring. Only if they are prepared to regularly risk their hides, knowing fully that others before have taken the same gamble and lost.

Indy-car drivers are a rare, puzzling, selfish, and yet admirable breed. They are far from being the crazed, pedal-to-the-metal daredevils the mass media would have us believe. These 30 or so men (and sometimes a woman or two), 30 of the fastest race drivers in the world, are united only in their eagerness to defeat each other. They share extraordinary portions of determination and bravery, of course, and a good deal of egotism and greed, too. But beyond that, there are surprisingly few common characteristics. If you pause for a moment, if you take a closer look at the *individuals*, as we have, you will see how diverse these people really are. We introduce to you here the best of the bunch, the top six finishers in last year's CART PPG Indy Car World Series.

Long Beach, California, on April 4th, will see the start of another season, another championship, another $15 million in prize monies for the taking. When the flag drops, when the haunted fish tank in the corner of your living room again broadcasts those vivid images of racing cars, *Motor Trend* may have helped you understand a little bit more about the human beings behind the helmets.

BOBBY RAHAL

Full Name: Robert Woodward Rahal

Born: Jan. 10, 1953, Medina, Ohio

Heritage: Father president of an international food import firm.

Height/Weight: 6 ft 1 in./175 lb

Family: Wife, Debi. Adopted one-year-old daughter, Michaela.

Nicknames: Referred to by commentators as "The briefcase racer."

Education: Bachelor's Degree in History from Denison University.

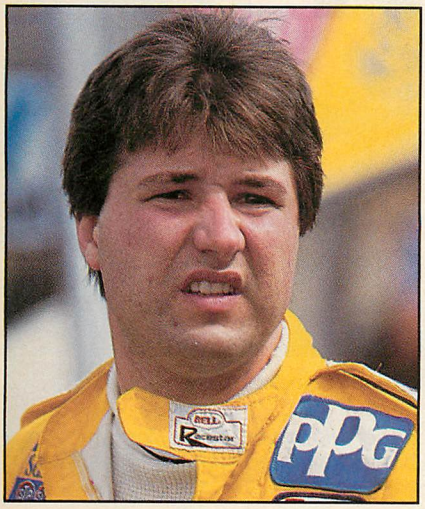
Indy Car Poles: 12

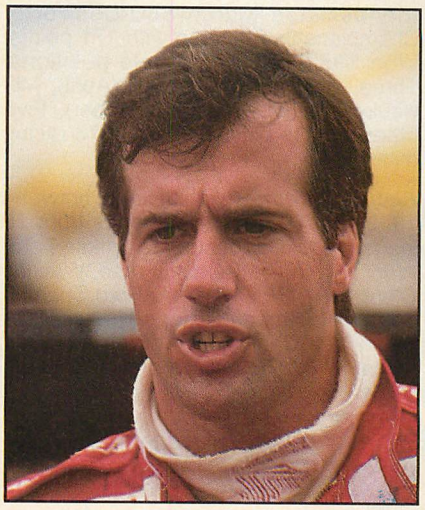
Indy Car Wins: 14

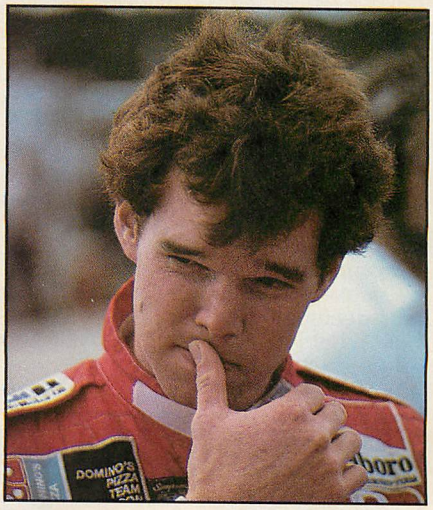
Indy Car Earnings: $3,138,734

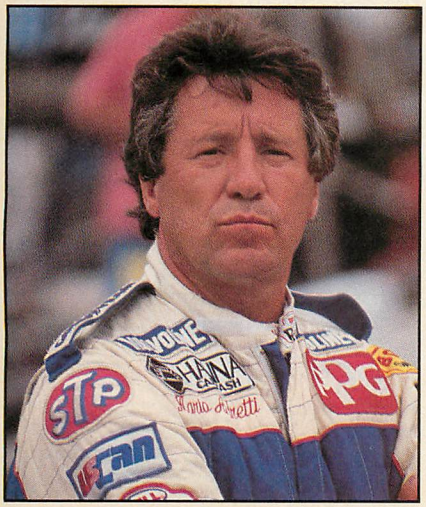
Average Earnings: $44,207 per Indy Car start

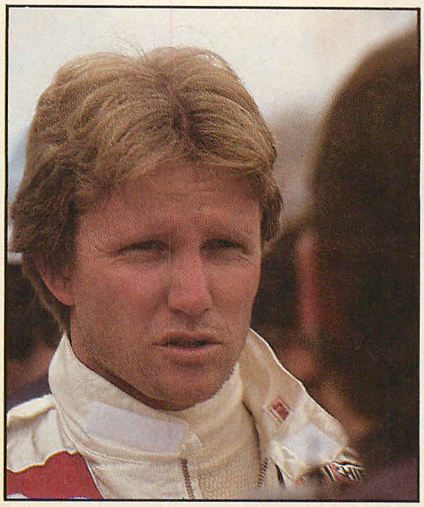
1986 Record: Raced TrueSports March 86C-Cosworth. Champion with 179

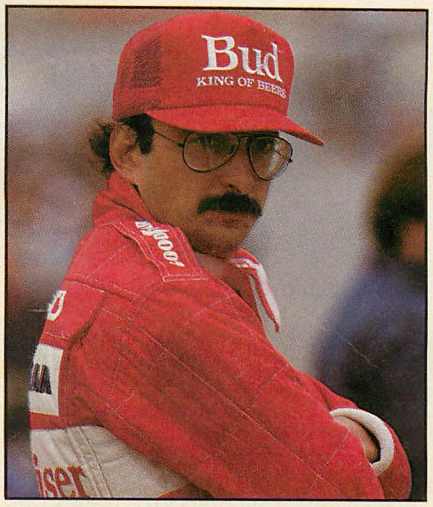












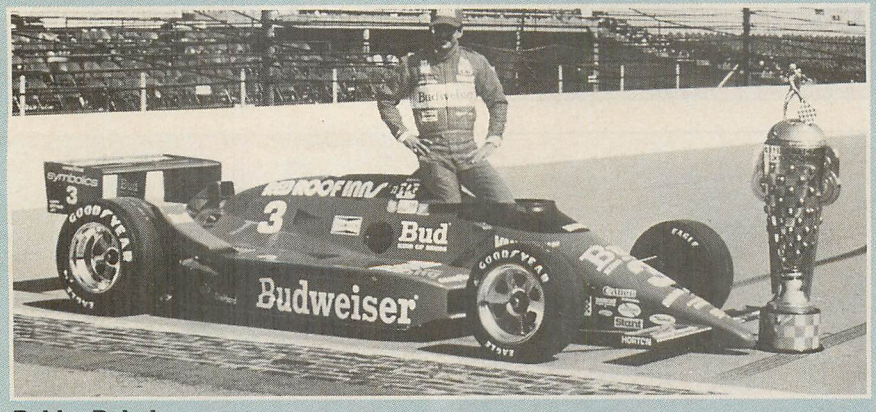
points. Indy Car racing's first-ever million dollar season prize winner. Two pole positions. Six wins: Indianapolis (May), Toronto (July), Mid-Ohio (August), Sanair, Michigan (September), Laguna Seca (October). Three other top-five placings. Led 717 racing miles.

Racing Career: Helped organize road race events around home town of Medina in early '70s. Started regular, SCCA amateur racing in '73, in father's Lotus 7. ***1974:*** B/Sports national champion. ***1975:*** U.S. Formula Atlantic champion; winner of SCCA's President's Cup as top amateur driver. ***1976:*** One F/Atlantic win; brief retirement; spent six months with Chicago ad agency. ***1977:*** Runner-up, to Gilles Villeneuve, in North American F/Atlantic series. ***1978:*** 3rd in F/Atlantic points. Entered two Formula One Grands Prix in Wolf-Ford. ***1979:*** Contended European Formula 2 Championship; 5th in Can-Am points. ***1980:*** 5th again in Can-Am. ***1981:*** Won 24 Hours of Daytona; 3rd in World Endurance Championship; 4th in IMSA GT series. ***1982:*** Indy Car debut; CART Rookie of the Year; 2nd in CART points. ***1983:*** 5th in CART points. Won IMSA Camel GT Lumbermens 500, Mid-Ohio. ***1984:*** 3rd in CART points. ***1985:*** 3rd in CART points. Has scored 33 top-five placings from 71 Indy Car starts.

Days to Remember: May 31, 1986: Winning the Indianapolis 500 for the first time, a great gift to his terminally ill friend and team owner, Jim Trueman.

Days to Forget: 1986: The last days of Trueman's brave but tormenting struggle against cancer, and his tragic loss.

Trappings: Brand-new luxury house, overlooking seventh green at Jack Nicklaus-designed Muirfield Village, Ohio; His-'n'-hers Mercedes for himself and wife; Porsche 911; Jeep Cherokee.



Bobby Rahal

Manner and Style: A slim leather briefcase looks more fitting than a helmet bag. An articulate, careful talker. Intelligent, broad-minded. The sort of guy who knows there's a whole world outside auto racing—and who could have made it in any number of professions. Actually fairly introverted and private. Largely unspoiled by all the recent glory.

Other Interests: Flying, reading, golf. Says he would like to be a doctor if he weren't a race driver. Originally wanted to be a military pilot, but his eyesight was not acceptable.

1987 Plans: Stays as only driver with TrueSports Racing. Switches from March to Lola chassis.

MICHAEL ANDRETTI

Full Name: Michael Mario Andretti
Born: Oct. 5, 1962, Bethlehem, Pennsylvania
Heritage: Father, Mario, one of the most accomplished race drivers in the world.
Height/Weight: 5 ft 7 in./150 lb
Family: Wife, Sandra
Nicknames: Andretti Jr.
Education: Majored in Business at Northampton Junior College.
Indy Car Poles: Three
Indy Car Wins: Three
Indy Car Earnings: $1,772,617
Average Earnings: $34,757 per Indy Car start

1986 Record: Raced Kraco Racing, factory-assisted March 86C-Cosworth. Championship runnerup with 171 points. Won $953,597. Three pole positions. Three wins, at Long Beach (April), Milwaukee (July), Phoenix (October). Five other top-five placings. Led 1076 racing miles.

Racing Career: Began in karts, between 1972 and '79 winning 50 races from 75 starts. ***1980:*** Car debut, in Formula Ford. Won Toyota Pro-Celebrity race, Watkins Glen. ***1981:*** NE Division F/Ford Champion, six wins from 13 starts. ***1982:*** SCCA Super Vee Champion, winning six of 11 races. ***1983:*** Formula Mondial Champion. Won his only Super Vee race of year, Long Beach. 3rd in LeMans 24 Hours with father Mario. Entered last three Indy Car races, taking ninth place at Phoenix. ***1984:*** Shared Rookie of the Year award with Roberto Guerrero. 5th at Indy 500, 7th in CART Indy Car points. ***1985:*** 2nd at Elkhart Lake. Only six finishes from 15 starts. 9th in PPG Cup Indy Car points.

Days to Remember: April 13, 1986: 1st Indy Car win.

Days to Forget: Aug. 18, 1985: Accompanied by Kevin Cogan, he was a passenger in a helicopter that tangled with power lines and crashed to the ground.

Trappings: Luxury house at Nazareth, Pennsylvania; investing in numerous business ventures with father.

Manner and Style: A chip off the old block: polite, confidently spoken, understated. Handles stardom remarkably well for one so young, perhaps because he always expected it. Blamelessly overshadowed by his father, and didn't exactly grow up the hard way either, but seems hungry enough for success. Admits 1985 disappointments were "character-building" experiences he needed.

Michael Andretti

Other Interests: Water skiing, snowmobiling, trail bikes, tennis. "Keeps busy" with business interests.

Heroes: Father, Mario: "The guy who taught me most; my biggest influence. Otherwise, I really don't have any."

1987 Plans: Stays with Kraco Racing and March-Cosworth.

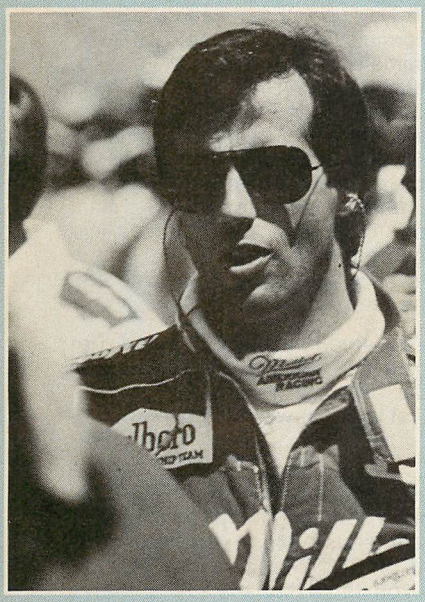
DANNY SULLIVAN

Full Name: Daniel John Sullivan III
Born: March 9, 1950, Louisville, Kentucky
Heritage: Father, Daniel, is a general contractor in Louisville.
Height/Weight: 6 ft 0 in./165 lb
Family: Single
Nicknames: "The Kentucky Kid," "Hollywood"
Education: Attended Kentucky Military Institute. Abandoned Business studies at University of Kentucky after two semesters.

Indy Car Poles: Five
Indy Car Wins: Seven
Indy Car Earnings: $2,387,038
Average Earnings: $46,805 per Indy Car start

1986 Record: Raced Penske Racing March 86C-Cosworth. 3rd in championship with 147 points. Won $815,653. Two pole positions. Two (consecutive) wins, at Meadowlands, Cleveland (June/July). Six other top-five placings. Led 471 racing miles.

Racing Career: Started in 1972 in Formula Ford, England. ***1974:*** Runnerup, British Formula 3 Championship. ***1975:*** 4th, European Formula 3 Championship. ***1976:*** Contested European Formula 2. ***1977:*** F2 and endurance racing. ***1978:*** Formula Atlantic in U.S. and New Zealand. ***1980:*** 6th in Can-Am points. ***1981:*** Can-Am win at Las Vegas, 4th in series. ***1982:*** 3rd in Can-Am; best ever Indy Car debut result, 3rd place at Atlanta. ***1983:*** Formula One with Tyrrell. ***1984:*** Three Indy Car wins, 4th in standings. ***1985:*** Won Indy 500 and Tamiami Park, 4th in points.



Danny Sullivan

Days to Remember: May 26, 1985: His Indy 500 spin-and-win, which turned him into an instant celebrity and a much richer man.

Days to Forget: Oct. 20,1978: His good friend and former Formula Atlantic adversary, Lotus Grand Prix driver Gunnar Nilsson, died of cancer. Feb. 14, 1986: The first airing of his insipid appearance on "Miami Vice."

Trappings: Condominium and hideaway, Aspen ski resort, Colorado; luxurious home, West Los Angeles; cars include Porsche 959, Porsche 930 Turbo, Mercedes 300E, Range Rover. Has been known to have own Corvette specially flown to races.

Manner and Style: Has an unashamed taste for the good things in life, but has earned them the hard way. His racing career has suffered many droughts, and he had to work during the early days as a sod cutter, chicken ranch hand, lumberjack, janitor, and cab driver! Now a name among the jet set, but remains smiling and approachable. Shrewdly PR conscious.

Other Interests: Flying, skiing, snowmobiling, water skiing, scuba diving. Still enjoys driving good road cars.

Heroes: Chuck Yeager: "He's everybody's hero"; Roger Penske: "You have to admire a man who's made it from nothing"; Mario Andretti: "Because he has won in every top class of racing there is"; Jackie Stewart: "The total professional"; Frank Faulkner: "In a class by himself."

1987 Plans: Continues with Penske Racing, but in a Penske PC16-Chevrolet.

AL UNSER JR.

Full Name: Alfred Unser, Jr.
Born: April 19, 1962, Albuquerque, New Mexico
Heritage: Father, Al, and uncle, Bobby, are both three-times Indy 500 winners. Uncle Jerry killed at Indy, 1958
Height/Weight: 5 ft 10 in./150 lb
Family: Wife, Shelley, 4-year-old son, Alfred Richard, three-month old daughter, Cody.
Nicknames: Little Al
Education: To community college level
Indy Car Poles: None
Indy Car Wins: Four
Indy Car Earnings: $2,191,524
Average Earnings: $35,347 per Indy Car start

Al Unser Jr.

1986 Record: Raced Shierson Racing Lola-T86/00-Cosworth. 4th in championship with 137 points. Won $764,646. One win, at Tamiami season finale. Six other top-five placings. Led 131 racing miles.

Racing Career: Began winning races, age nine, in karts. ***1978:*** Made sprint car debut, sitting on two phone books to reach steering wheel! 1979: Colorado National Sprint Car Champion. ***1980:*** 2nd season as regular competitor in National Outlaw sprint cars. ***1981:*** U.S. Super Vee Champion, four wins. SCCA Rookie of the Year. ***1982:*** Can-Am Champion. Indy Car debut, California 500, brought 4th place. ***1983:*** Four top-five Indy Car placings, 7th in points. ***1984:*** Winner at Portland, 6th in Indy Car points. ***1985:*** Due to drive new Lotus Indy Car, but funding fell through. So nearly youngest-ever Indy Car Champion: 2nd in championship, with two wins; beaten by one point, by father!

Days to Remember: May 21, 1983: Youngest-ever driver to surpass 200 mph: 202.146 mph, age 21, at Indy.

Days to Forget: Aug. 4, 1985: Crashed at Elkhart Lake, breaking small bone in right ankle, while leading after 36 of 50 laps. November 9, 1985: Lost the Indy Championship by one point.

Trappings: Splendid home in Albuquerque, New Mexico, beside the Rio Grande River. Takes to race meetings one of the most palatial motorhomes on the planet. A "humble" taste in road cars, but drives a GMC Suburban with a blown Ryan Falconer Racing engine, good for 140 mph.

Manner and Style: The Unsers are traditionally a family of tough cookies, but Al Unser Jr. and his pop are probably the most mellow of the bunch. A young man of admirable family loyalty and straightforward mid-American tastes. Racing, quite simply, is his life.

Other Interests: Snowmobiling, motorcycling, golf, "anything that goes fast."

Heroes: His father, Al Unser; Mario Andretti, AJ Foyt, Johnny Rutherford, and Gordon Johncock "for their ability to stay competitive for so long."

1987 Plans: Stays with Shierson Racing. Switches from Lola to March chassis. When schedule allows, driving for AMC/Jeep Enduro Racing Team in Mickey Thompson's Off-Road Racing Series. Mr

MARIO ANDRETTI

Full Name: Mario Gabriel Andretti
Born: Feb. 28, 1940, Trieste, Italy
Heritage: Parents lived in a displaced persons camp in Italy for seven years after World War Two. Emigrated to U.S. in 1955; father worked in a cement block factory in Nazareth, Pennsylvania.
Height/Weight: 5 ft 6 in./145 lb
Family: Married to Dee Ann. Sons Michael and Jeff race Indy cars and American Racing Series, respectively.

Nicknames: Known affectionately in Formula One as "Super Wop."

Education: No formal college education

Indy Car Poles: 56

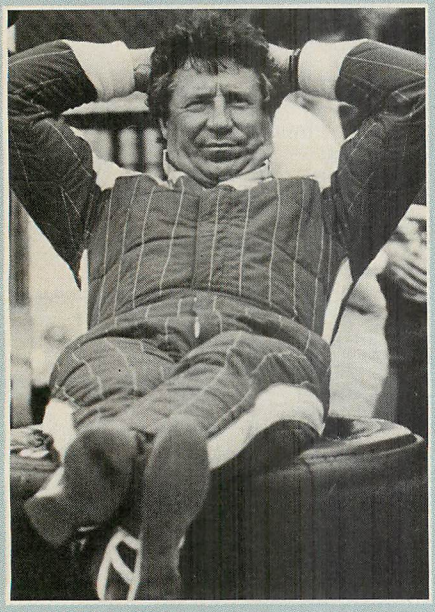
Indy Car Wins: 47

Indy Car Earnings: $4,544,298

Average Earnings: $16,114 per Indy Car start

1986 Record: Raced Newman-Haas Racing, factory-assisted Lola T86/00-Cosworth. 5th in championship with 136 points. Won $700,636. Three pole positions. Two wins, at Portland (June) and Pocono (August). Six other top-five placings. Led 404 racing miles.

Racing Career: Started in Italian Formula Junior, 1953. Raced Modifieds and AROC Midgets in U.S., 1958. ***1964:*** Indycar debut; finished 11th. ***1965:*** USAC



Mario Andretti

Indy Car champion, with one win. Indianapolis Rookie of the Year. ***1966:*** USAC champion again, with eight victories. Won five sprint car events. ***1967:*** Won Daytona 500, 12 Hours of Sebring, and eight Indy Car races. Narrowly beaten for USAC title by AJ Foyt. ***1968:*** Runnerup in USAC points. Formula One debut, at Watkins Glen, New York, brings pole position. ***1969:*** USAC Indy Car champion, with nine wins, including Indy 500. ***1970:*** Won Sebring 12 Hours. ***1971:*** First F1 victory, South African Grand Prix, in a Ferrari. ***1972:*** Won Six-Hour Daytona Continental, Sebring 12 Hours. ***1973:*** First Indy Car win since 1970, and last until 1978. ***1974:*** USAC Dirt Track Champion. Runnerup, Formula 5000 championship. ***1975:*** Runnerup, F5000, four wins. ***1976:*** Won Japanese GP in a Lotus. ***1977:*** Four GP wins, 3rd in F1 points. ***1978:*** World Champion, six GP wins. ***1982:*** 3rd in CART Indy Car points. ***1983:*** 3rd in CART points, two wins. ***1984:*** CART Champion, six wins. ***1985:*** 5th in CART points, three wins.

Days to Remember: May 30, 1969: He won the Indy 500 for the first time, by a clear two laps, and team owner Andy Granatelli rewarded him with a big, slobbery kiss on the cheek in pit lane! April 13, 1986: son, Michael, won his first Indy Car race.

Days to Forget: Sept. 10, 1978: At Monza, Italy, he took the World Champion's crown, but Lotus teammate and friend Ronnie Peterson was involved in a fiery, fatal start-line accident. July 28, 1985: crashed in Michigan 500, breaking right shoulder, forcing him to miss a race for the first time in 32 years.

Trappings: Large house and grounds, Nazareth, Pennsylvania; private lake resort, Pocono Mountains, Pennsylvania; DeHavilland Hawker jet; snowmobiles; cars include Lamborghini Countach.

Manner and Style: Here's "cool," and you'll like it. A sharp but casual dresser. Hugely experienced and just as popular. A tough, determined center beneath a polite and gentle veneer. Has a quick wit, wonderful black humor, and a refreshing tendency toward understatement. A man comfortable letting his track record speak for itself—and it speaks volumes.

Other Interests: Snowmobiling, water skiing, motorcycling.

Heroes: Fighter pilots

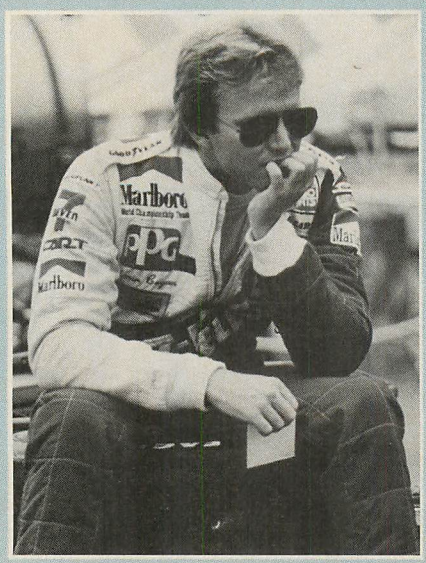
1987 Plans: Continues with Newman-Haas Racing in a Lola-Chevrolet.

KEVIN COGAN

Full Name: John Kevin Cogan

Born: March 31, 1956, Culver City, California

Heritage: Father a successful executive and vice-president of Litton Industries before retiring; now owns and runs The Gable House bowling alley, Torrance, California.



Kevin Cogan

Height/Weight: 5 ft 11 in./160 lb

Family: Single

Nicknames: None known

Education: Majored in Marketing at El Camino College, Torrance, California.

Indy Car Poles: Two

Indy Car Wins: One

Indy Car Earnings: $1,601,521

Average Earnings: $22,243 per Indy Car start

1986 Record: Raced Patrick Racing March 86C-Cosworth. 6th in championship with 115 points. Won $739,719. No pole positions. One win, at Phoenix (April). Seven other top-five placings. Led 111 racing miles.

Racing Career: Started in dune buggies, age 11. Winner of two Western Division kart racing titles as a teenager. Race wins on way up in Formula Ford, Super Vee, Formula Atlantic. Spent a season as teammate to Desiré Wilson in Theodore Racing Wolf WR4 in British Formula One Championship. ***1981:*** Indy Car debut gives 4th place in Indy 500. Placed 2nd, Milwaukee. ***1982:*** 2nd, Pocono 500. Two pole positions. 6th in CART Indy Car points. ***1983:*** One top-five Indy Car placing from 13 starts. ***1984:*** No top-five placings from nine starts. Injured foot in qualifying for 10th race. ***1985:*** One 4th, and one 5th placing in Indy Cars.

Days to Remember: May 24, 1981: Encouraging, and conspicuous, 4th place in Indy Car debut at Indianapolis. April 6, 1986: 1st Indy Car win, at Phoenix, Arizona.

Days to Forget: May 30, 1982: Lost control on front row of Indy grid, causing multi-car shunt. Mario Andretti complained on TV: "This is what happens when you let a kid play at a man's game." Aug. 18, 1985: Passenger in a pre-race helicopter crash.

Trappings: A secluded, sprawling desert home, including swimming pool and gym, at Borrego Springs, California; Bronco and assorted motorcycles; Cessna 210 airplane; "Really likes" his Mercedes 300; house on the cliffs at Palos Verdes, California.

Manner and Style: Has everything going for him: intelligence, charm, and has been hired as a model. But, beneath the Californian cool and the flash-of-white smile, he's had the painful experience of growing up in public. Indy '82, and the disappointments of '83 and '84, surely savaged confidence. But now he's handling the pressure and is much more relaxed.

Other Interests: Flying, water skiing, history and "real life" books.

Heroes: Alexander the Great: "Because of his age and all that he did in such a short time."

1987 Plans: Continues with Patrick Racing in a March-Chevrolet.

Are Initial Startups . . .

DESTROYING YOUR ENGINE?

Engine Pre-Luber and Turbo Cooler to the Rescue!

"Every now and then you see something like this that is so sensible that it makes you wonder why you didn't think of it yourself." Ron Grable, Engineering Editor, Motor Trend

80% TO 90% OF YOUR ENGINE'S LIFE

It's true, 80 to 90 percent of your engine's life is consumed by cold start ups. Engines usually shut down hot, at which point the oil is thin and drips away from the bearings and other "friction intense" areas. Gradually the oil cools, thickens, and becomes difficult to pump. When starting an engine, the "lubrication process" involves filling all the oil gallies, filling the filter (in case of a faulty antidrainback valve), **pressurizing** the rod, main and cam bearings, **pressurizing** all the other pressure requisite areas, and lubricating the entire valve train. Unfortunately, your engine is running while awaiting this lubrication process and is meshing bare unlubricated metal to metal surfaces, hence massive (80 to 90 percent) engine wear.

Studies have been done by the S.A.E. concerning engine wear and **even engine failures** due to the lack of oil and oil pressure during cold starts. (Society of Automotive Engineers Technical Papers -- Numbers 780370, 790729, 790751, 821204, 821206, 821247). From these, and other S.A.E. studies, it has been determined that up to 80% of entire engine wear occurs during cold starts. A recent test by McDonnel Douglas of Long Beach indicated that up to 90% of all engine wear occurs during the "oil starvation" period of a cold start (New York Times Syndicate Release 5-6-85).

50 P.S.I. BEFORE MOVEMENT

Lubrication Research of San Jose, California has resolved the "oil starvation" problem by completely pre-lubricating and **pre-pressurizing** the entire engine oiling system. Every critical part of the engine is not only coated with oil, but those requiring pressurization (i.e., rod, main, cam and turbo bearings, hydraulic lifters, chain tensioners, and other-valve train parts) are pressurized with up to 50 p.s.i. before the engine ever moves. This is accomplished by drawing oil through the Pre-Luber, where it is filtered, pressurized, and forced into the engine's oil gallies through a tee installed where your oil-sending unit comes out of the block. The oil sender is retained in the tee so as to keep your oil "idiot light", or pressure gauge, completely operable. This main galley port on every engine accesses the entire engine and turbo oiling systems. A kit supplied hose connects to the sender tee, allowing the Pre-Luber to draw from your engine's own oil supply, and to blow oil directly into the engine's oil gallies through the sender tee.

COMPUTER DESIGNED PUMP

Lubrication Research has accomplished this with a compact externally mounted electronic oil pump. The U.S. Patent Office issued a patent to Lubrication Research in the summer of 1986 accepting every claim made in the patent. The pump incorporates a computer designed parachoid ring and rotor set which carries its own and separate patent. A custom designed and manufactured permanent magnet motor provides an incredible torque to size ratio and performs flawlessly even in sub-zero temperatures. Power is delivered from the motor to the ring and rotor through a set of permanently lubricated reduction gears. By adding a body incorporated screen filter, a hydraulically suspended bypass valve and one of the world's most dependable check valves, you have the Pre-Luber and the Pre/Turbo-Luber. The Pre-Luber is capable of pumping up to 2.5 g.p.m. Although capable of pumping up to 300 p.s.i., the Pre-Luber is bypass valved at 50 p.s.i.. More pressure than 50 p.s.i. could hurt some oil filter's antidrainback valves. The Pre-Luber is capable of priming itself, even after an oil change. Most engines experience a great deal of wear after an oil change because of the time it takes for the engine to fill the new oil filter and then develop pressure. With the Pre-Luber, the filter is filled promptly and develops pressure before the engine ever moves.

FULL AUTOMATIC FUNCTION

Lubrication Research is located in the Silicon Valley, an area noted for "high-tech" developments, which facilitated the construction of a unique computer design incorporating the latest integrated circuits. The solid state control circuitry automatically starts and stops the Pre-Luber, eliminating any user error. Positioning your key just prior to starter engagement initiates the Pre-Luber for six seconds. (No difficult to install or unsightly switches.) Pre-Luber functions are all controlled by turning your key off and on. Oil pressure develops quickly, kicking the oil "idiot light" off in about two seconds. At this point you can feel secure about starting your engine, and experiencing no engine wear from oil starvation. Also, you will notice the absence of all engine grinding sounds as you now start up with a completely pre-lubricated engine. The solid state circuitry is protected by a fuse and an I.C. filter/regulator designed especially for harsh automotive environments.

TURBO/ENGINE COOLDOWN

The primary reason for turbo failures is "coked bearings". When oil burns it leaves an abrasive substance called coke. When a turbo charged engine shuts down, the oil supply to the turbo bearing terminates. The bearings begin to soak up heat from the surrounding turbine housing and from the turbine itself. The temperatures at this point often reach into the critical or oil-burning level, leaving the turbo bearing bathed in abrasive coke. When starting an engine with "coked" turbo bearings, the turbine shaft rotates in an abrasive sandpaper-like environment. PRESTO -- one ruined turbo charger!! Lubrication Research has a Pre/Turbo-Luber for turbo charged engines. The Pre/Turbo-Luber serves all the same functions as the Pre-Luber, and in addition, the Pre/Turbo-Luber incorporates in its electronic system, an I.C. controlled timing sequence that is initiated by simply shutting your engine off. Immediately upon engine shut down the Pre/Turbo-Luber is sending large quantities of oil to your turbo bearings as well as your entire engine, cooling down and entirely defeating any chance of "coked" turbo bearings. PRESTO NUMBER TWO -- one saved turbo charger!! The Pre/Turbo-Luber's shutdown timer is customer adjustable from five seconds to three minutes and is completely automatic -- simply shut your engine off, lock your door and walk away. The Pre/Turbo-Luber will cool through its preset time, self cancel, and be ready to pre-lube your engine and turbo on the next start up. The Pre/Turbo-Luber is not for turbo engines only. Many studies indicate that immediately following shutdown, an engine experiences its greatest warp damaging heat. To avoid this, the Pre/Turbo-Luber bathes not only the turbo, but the entire engine in gallons of oil, greatly reducing the damage of hot shutdowns.

COMPLETE KIT

The Pre-Luber and Pre/Turbo-Luber kits come complete with everything you need for a quick, easy installation. Weight 5.9 lbs. — 8¼ inches long.

SIMPLE INSTALLATION

The Pre-Luber, or the Pre/Turbo-Luber has to be one of the simplest add-on devices ever offered. The Pre-Luber can be mounted anywhere and at any angle. Connecting to the engine involves two simple moves. First, insert the kit supplied oil plug which replaces your stock oil plug. Then insert a kit supplied tee where your "idiot light" sender comes out of the engine block, and put the sender in the tee. Connect the Pre-Luber inlet hose to the newly installed oil plug, and the outlet hose to the sender unit tee. The electrical hook up is super simple. Three supplied wires go to the battery, ground, and ignition. Now your engine will be automatically prelubed and pressurized before every start up. If you have purchased a Pre/Turbo-Luber your engine will not only be prelubed, but will be post shutdown cooled along with your turbo bearings.

EASY OIL CHANGES

Put an end to lying under hot engines on oil-soaked floors. Put an end to oil burned fingers, hands, and arms. Put an end to hunting for dropped oil plugs in the bottom of oil drain pans. The Pre-Luber comes with an oil drain hose. Simply attach the kit included oil change hose to the pump outlet, turn your ignition key on, and pump out your dirty oil. Wouldn't you enjoy changing your oil by simply turning on your ignition key? Boat owners love this feature.

ADDITIONAL ENDORSEMENTS

"For people who intend to keep their cars for a long time, **this is the ticket.**" Jack Keebler, Automotive Editor, Popular Science

"This ***may*** be the single best thing you ever buy for your race car." Bill Auda, Editor, Circle Track

"Non-Turbo engines can benefit from shutdown lubricaton as well as turbo engines." Dr. Geoff Germane, University Professor, Leading Engineering Consultant, SAE Scientist

★ ★

★ P.S. Read Motor Trend April 1987 ★
★ Technologue Feature on Pre-Luber and ★
★ Pre-Turbo Luber. ★

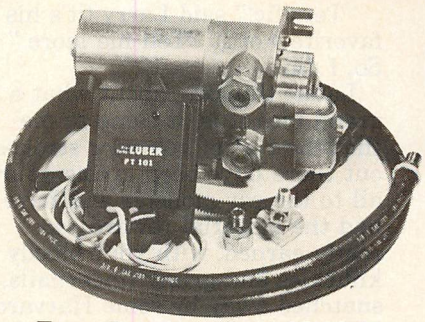
★ ★

TRIPLE ENGINE LIFE

The installation and use of our Pre-Luber will at least triple the life of your engine and if S.A.E. and similar studies are correct, could extend engine life as much as eight to nine hundred percent. If you have a turbo charged engine and opt for the Pre/Turbo-Luber your expensive engine will receive all of the benefits of prelubrication as well as significantly extending the life of your turbo charger. Turbo charger life expectancy should be increased by an incredible 10 to 20 times. We feel both the Pre-Luber and Pre/Turbo Luber are on the very cutting edge of automotive technology.

Lubrication Research Inc. guarantees the Pre-Luber and the Pre/Turbo-Luber to be free of defects in materials and labor for one year from date of purchase.

Easy to Install Complete Kit



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Having Fun While Getting Even

Larry Crane and I were on our way downtown to lunch at Gorky's. Gorky's is vaguely Russian, with furtive-looking guys sitting around playing chess who you can bet are Ukranian nationalists looking for something to bomb. Then there are the women who dress at the St. Vincent de Paul Thrift Shop and wear their hair long and gummy, standing around looking like flower children wondering where everybody went.

Anyway, Larry was considering what to do with surplus cash, now that interest rates are in the cellar. I was offering very vague advice, as I have discovered more ways to lose money than a slots player on a cruise ship. Then, he turned to me (narrowly missing the stern of a Pulsar with a yellow "Hermaphrodite on Board" sign in the back window) and said, "Why don't I just buy some kind of a, you know, red car, hold onto it for a few months, and flog it for 20 or 25 percent profit?"

While I *think* I know too much about cars to imagine you can make any money buying and selling them one or two at a time, I have been much reminded lately of guys who used to borrow lunch money from me and are now driving around in 560SEC Mercedes accompanied by young women with large fronts. One hears that these guys made it big selling old cars to Yuppies for more money than they were worth (the cars, not the Yuppies). As I was rambling on about how you buy a Ferrari GT something, tidy it up, wait for the Yuppies to gather, and collect 10, maybe 20 grand more than what you paid.

Having consumed all the irritability potential contained in previous contemplations of my misspent youth, I had been casting about for something else to get pissed off at, and suddenly, there it was! Those dirty sons of bitches who ran *our* Old Car Hobby into some kind of sneaky investment tax haven capital gains diversified sleazy portfolio scheme to make money off toys and nostalgia, and girls in the back seat, and Duesenberg dual-cowl Phaetons waiting in the farmer's barn just to be discovered by *us*, not them, etc. Those greedy lounge lizards who—with their speculating—ran old car prices up so far that the true enthusiast can no longer afford to own one, etc. As I got madder and madder at having been elbowed out of the payoff line, after a lifetime of playing with cars, fixing cars, lying under cars, lying about cars, lying to girls about cars, lying to girls in cars, and generally throwing my life away on damned cars, it suddenly hit me!

I turned to Larry, who was tucking inside a Pinto with a bumper sticker that read, "Will Rogers Never Met Leo Levine,"

and said, "I've got it!"

"Terrific!" said Larry (it's his favorite word). "Tell me more." So, I did.

Later, thinking about what a grand idea it is, it came to me that the rest of you poor strokes out there have been giving your all to the car monster and have had the material reward *you* really earned, with your bloody knuckles and grimy fingernails, snatched away by some Harvard MBA who talks through clenched teeth and can't even grasp the fundamental notion that a Ferrari is a sports car with a 12-cylinder water-cooled engine in the front or that a Porsche is a sports car with an air-cooled flat four in the back.

Continue for the getting-even part.

Have you lately read about rich vintage sports car collectors taking their lovely old artifacts to Italy and driving them in the Mille Miglia? And how they pay a huge entry fee and then get up another six or eight grand for insurance, freight, air fares, etc.? How would you like to run with that bunch? For maybe 10% of what they pay?

Do this: Book Alitalia's Supersaver into Milan, departing p.m. of 19 May 1987. Arriving Malpensa the following a.m., ask the Avis person for directions to Menaggio (via Como). Stay well clear of Switzerland, avoid Milan like the plague, and make your way to Menaggio's Hotel Bella Vista. Ask for room No. 1. The view from the terrace will make your heart sing, but we are not here for Truth & Beauty. We are here to lie, cheat, and steal. Get your rest, look at the lake, and prepare for tomorrow's assault on the citadel of the rich guys.

Depart right after your *capuccino e grappa*, cross Lake Como on the car ferry (ask the clerk when you check out), and hustle down the other side through Lecco and on to Brescia.

Leave the car under the trees of the little park between Via Rebuffone and Viale Venezia, where the starting ramp sits in the street. Take a taxi to as near Piazza della Vittoria as the barriers permit and walk in the rest of the way.

The cops may pass you as a journalist, just doing his job, and you'll be able to run right through the checkpoints with the big boys

While the rich guys and their crews are getting bored and sweaty pushing the race car through the interminable line of registration, inspection, and Italian confusion, *you* will be strolling about the Piazza, examining the most eclectic collection of sports-racing cars ever assembled, nattering with the drivers, chatting up the Limey birds, down from London with the Aston Martin and Jaguar types, ogling the local successors to Sophia Loren, and having a nice

lunch at a sidewalk cafe as the rich guys make do with a paper plate of buffet fare from the Alfa Romeo chuckwagon.

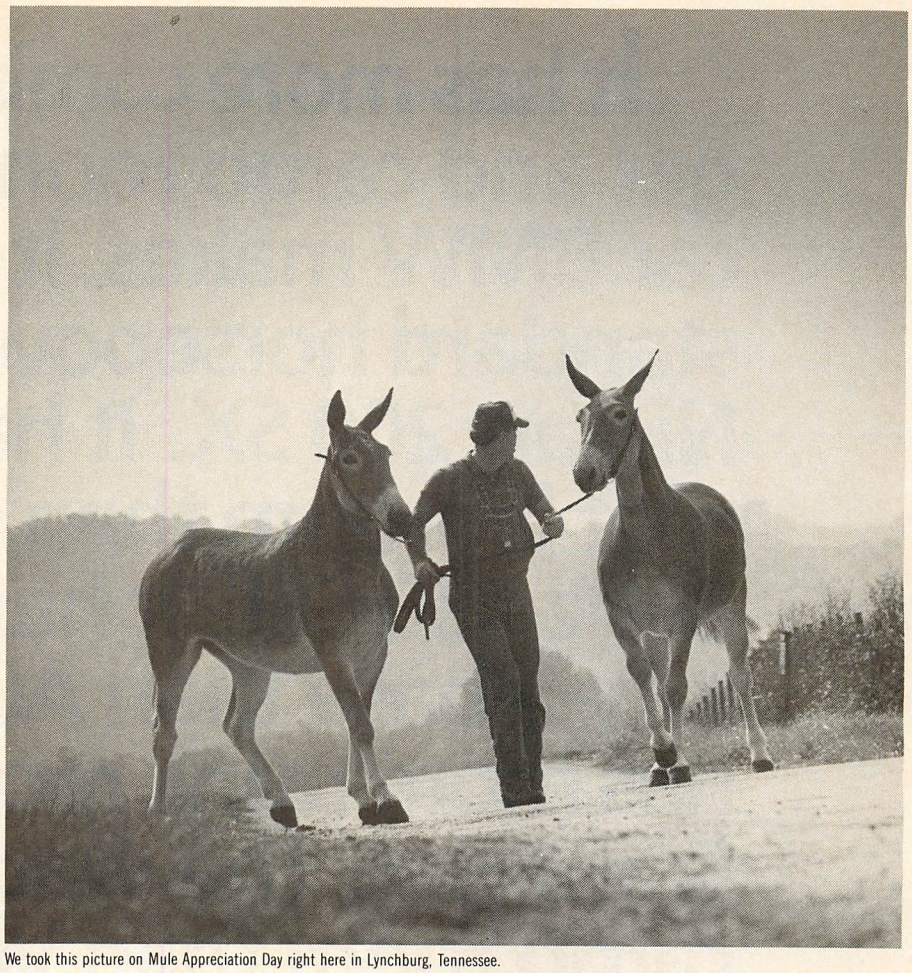
After the formalities in the Piazza della Vittoria, have a leisurely dinner and then go back to where you left the car. Watch the racers depart at 30-second intervals for as long as you like, climb into your own rent-a-racer and drive off to San Marino. No, not Ferrara—that's where the racers are going to spend the night. It is a dumb place and the center will be full of Italians. You leap ahead to a funny little republic where, on the morrow, the rich guys will have to drive through a Special Section, while you watch.

When you tire of watching museum-quality race cars roll by, jump in your little pseudo-racer and press along to Rome. The critical point is this: In the good, old days, the Classic Mille Miglia ran a course closed to other traffic. Today, it shares the route with other users. So, whether you use the same roads as the race cars or take the autostrada and beat them into the Eternal City is up to you, but be sure to join the reunion at the world's biggest gas station. Make your plan of how to get there *before* you leave Brescia. There will be opportunity to read someone's route instructions while you are lounging about the Piazza.

Don't even try for a hotel in Rome. After all the frivolity you can stand at Rome control, take Highway 2 north and find yourself a quiet haven around Montefiascone. Drink a little Est!Est!Est! and get a good night's sleep. Come morning, you can ambush the racers and join them for the long run back to Brescia.

Finally—if you have real guts—before you leave home, make a pair of signs that say *STAMPA* and mount them with sticky tape in the side windows of your pretendermobile. If they look professional, the cops along the route may pass you as a journalist, just doing his job, and you'll be able to run right on into the checkpoints with the big boys.

Do it. You'll never have more fun, and think of the money you'll be saving. MT



We took this picture on Mule Appreciation Day right here in Lynchburg, Tennessee.

A TENNESSEE MULE is a lot like a Tennessee whiskey-maker: Good, and stubborn.

For seven generations in Jack Daniel's Hollow we've refused to budge from a whiskey-making method called charcoal mellowing. That's where every drop of just-made Jack Daniel's is seeped through tightly packed charcoal before aging. And nothing (not even aging) makes it more mellow. So when folks call us ornery and mule-like, we're quick to agree. You see, if we hadn't been so stubborn all these years, our whiskey wouldn't be so smooth.

SMOOTH SIPPIN'
TENNESSEE WHISKEY

Tennessee Whiskey•80-90 Proof•Distilled and Bottled by Jack Daniel Distillery
Lem Motlow, Proprietor, Route 1, Lynchburg (Pop. 361), Tennessee 37352

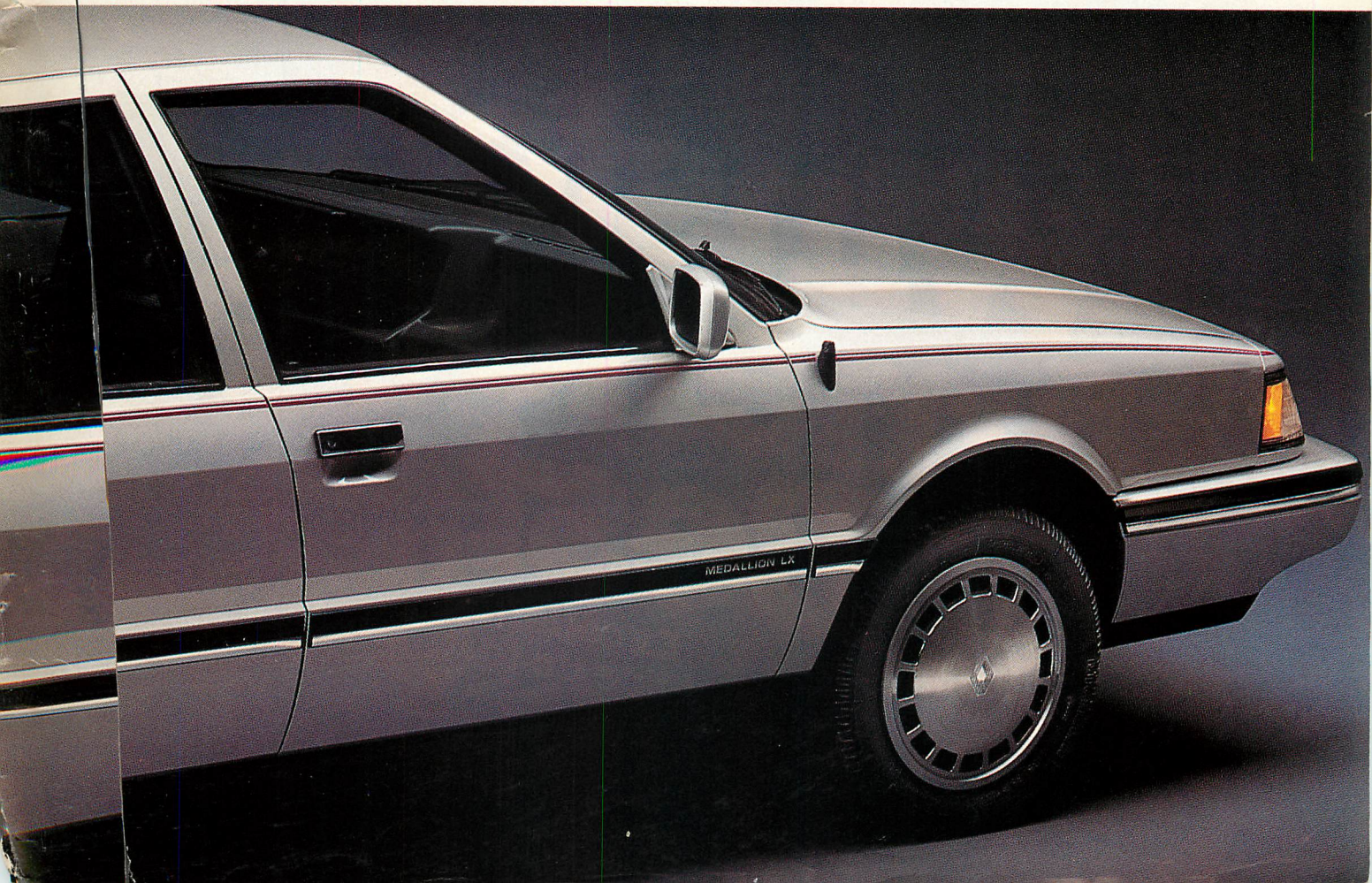
It has more combined passenger and cargo room than any car BMW makes. It has more standard horsepower than the Nissan 200 SX. It has more rear seat legroom than Mercedes-Benz 560 SEL. It has a longer wheelbase than Audi 4000. It has more trunk room than Buick Somerset. The wagon has more cargo room than Volkswagen

Quantum wagon. It's about the same size outside as a Honda Accord, and it's priced at least $1,000* less than the Accord, Mazda 626 or Toyota Camry. It comes standard with tinted glass, tilt steering, AM/FM ETR stereo and one of the best new-car warranties** anywhere.

It's the 1988 Renault Medallion.

*Comparison based on Manufacturer's Published Suggested Retail Price for high line models, excluding title, taxes and destination charges. Standard equipment on competitive models may vary.

**Outstanding, limited 5-year/50,000-mile warranty covering powertrain and outer-body rust-through. See warranty at your dealer for details. Restrictions apply. Safety belts save lives.



SURGEON GENERAL'S WARNING: Smoking By Pregnant Women May Result in Fetal Injury, Premature Birth, And Low Birth Weight.
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